

GRAIN DEALERS' JOURNAL

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Vol. I. No. 11.

CHICAGO, ILL., DECEMBER 25, 1898.

FIVE CENTS PER COPY;
ONE DOLLAR PER YEAR.

REGULAR GRAIN SHIPPERS.

To merit the patronage of regular shippers, receivers should confine their business to regular dealers.

<p>E. R. ULRICH & SONS, SHIPPERS OF CHOICEST Milling WHITE and YELLOW CORN. Main Office, SPRINGFIELD, ILL. Elevators in Central Illinois on Wabash, C. & A., C. P. & St. L., and St. L., C. St. P. & Pawnee R'ys.</p>	<p>Elevators on the Ill. Cent. R. R. Crocker Elevator Co. MAROA, ILL.</p>	<p>PRATT-BAXTER GRAIN CO. TAYLORVILLE, ILL. Stations on Wabash R. R. Wheat, Corn and Oats SPECIALTY: White and Yellow Corn Fresh from Farmers.</p>
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<p>L. T. HUTCHINS & CO. Grain Merchants, SHELDON, ILL. Elevators at Donovan, Iroquois, Milford, Ill., Earl Park, Morocco, Templeton, Ind.</p>	<p>W. G. MOORE, Lincoln, Neb. Elevators at SWANTON, BLADEN AND WESTERN, NEB. GRAIN</p>	<p>if U want A GRAIN CLEANER G next page</p>
<p>STUDABAKER, SALE & CO. BLUFFTON, IND. Clipped Oats, Glover and Timothy Seeds, Milling Wheat. Large or Small Orders.</p>	<p>The Greenleaf-Baker Grain Company, ATCHISON, KAN. GRAIN BUYERS AND SHIPPERS.</p>	<p>CLUTTER & LONG, LIMA, OHIO, Shippers of Clipped White Oats, Corn, MILLING WHEAT, MILLFEED, CLOVER AND TIMOTHY SEED.</p>

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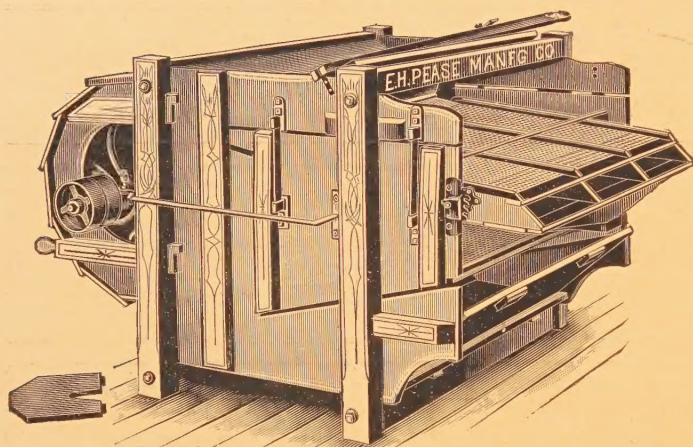
<p>R. M. ADAMS, GRAIN BROKER, 205 Merchants Exchange, Long Distance 'Phone Main 1690 M. ST. LOUIS, MO.</p>	<p>DEALERS and SHIPPER Established Hay and Grain ...1873... JAS. P. McALISTER & CO. Commission Merchants, COLUMBUS, OHIO.</p>	<p>Callahan & Sons, Receivers and Shippers GRAIN, LOUISVILLE, KY.</p>
<p>Husted Milling & Elevator Co. ...BUFFALO, N. Y. Buyers of CORN AND OATS.</p>	<p>EDWARD P. MERRILL, Grain Broker, PORTLAND, ME.</p>	<p>Long Distance Telephone No. 1558. Western Union Wire in Office. PERCY R. HYNSON, Shipper of Grain and Hay, 49½ N. High St., Room 1, Columbus, O. REFERENCE: Merchants & Manufacturers Nat. Bank</p>

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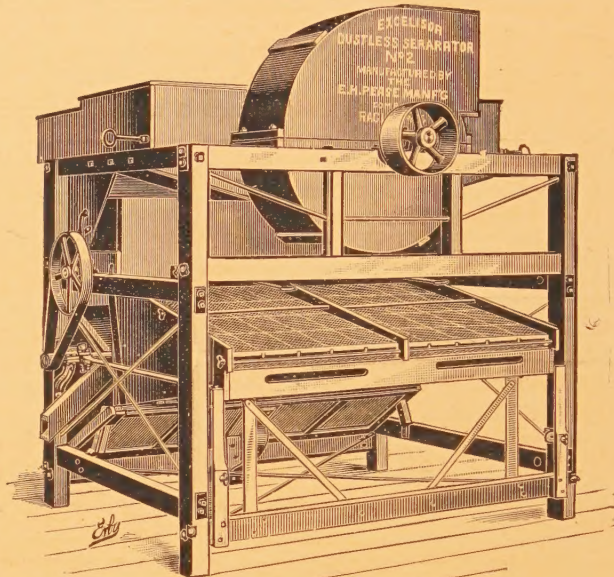
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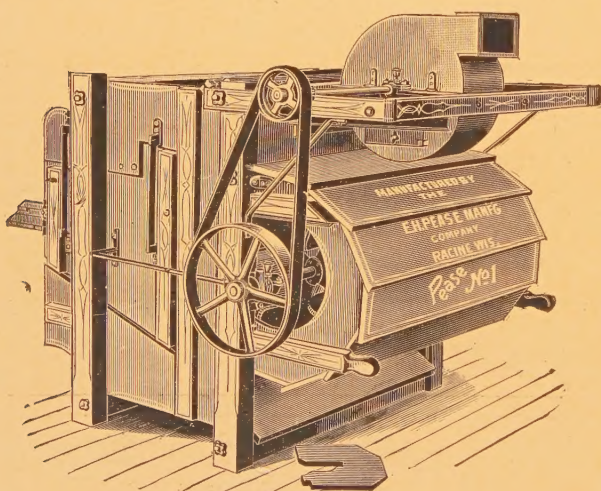


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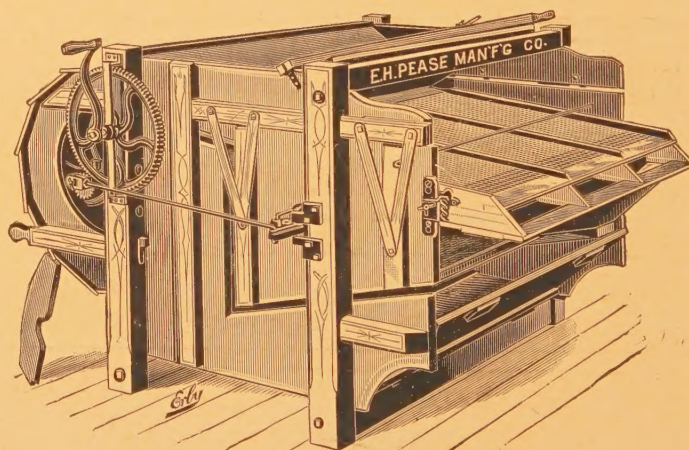
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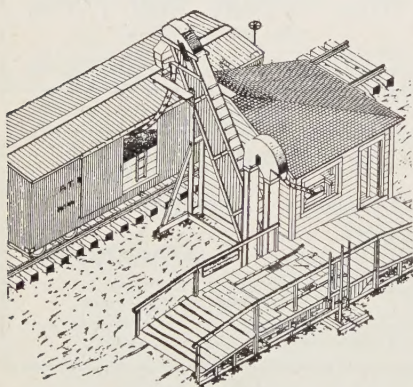
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grind all grains fast, fine and easy. Largest
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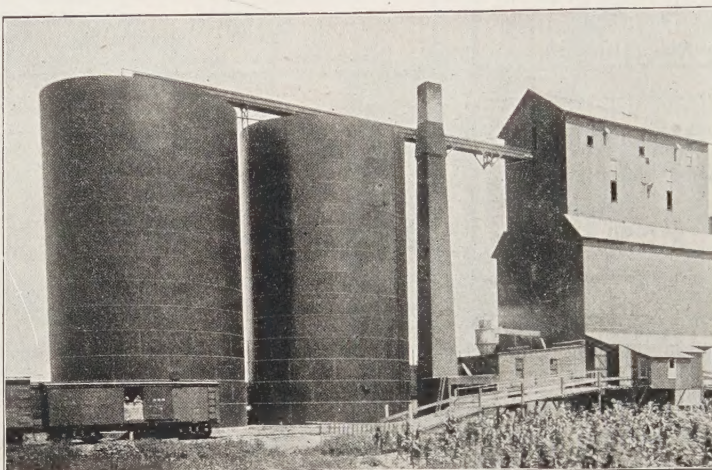
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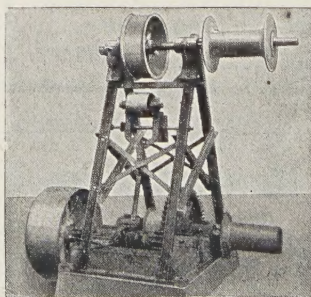
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SAFETY CAR PULLER.

Grain Trippers, Car Pullers, Spouting,
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Pulleys, Gearing, Friction Clutches,
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Furnishes reliable insurance on modern elevators and their contents at about one-half the rates charged by stock companies. If your elevator risk is up to our standard we can make you a handsome saving on your insurance. Full information and financial statement cheerfully furnished. Address the

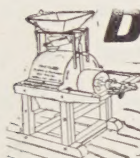
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prepare family meal and grind all grains single or mixed better than any other mill. Oat Clippers, Engines, Boilers, Pumps, etc. Write for our free catalogue "B" CHAS. KAESTNER & CO. 241 S. Jefferson St., Chicago, Ill. before you buy.

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AVOID UNNECESSARY FIGURING,
PREVENT ERRORS IN COMPUTATIONS
BY USING

CLARK'S STANDARD SERIES
OF GRAIN CALCULATORS,
FOR REDUCING POUNDS TO BUSHELS.

Clark's Grain Tables for Wagon Loads reduces team scale weights to bushels. This book is prepared for use by Country Buyers. It contains 9 tables, showing the number of bushels in any load from 100 to 4,000 lbs. The first table is for reducing weight of oats to bushels of 32 lbs.; the second is for oats at 35 lbs.; the third is for barley, Hungarian grass and cornmeal at 55 lbs. to the bushel; the fourth is for shelled corn, rye and flax seed at 56 lbs. to the bushel; the fifth is for wheat, clover seed, beans, peas and potatoes at 60 lbs. to the bushel; the sixth, seventh and eighth are for ear corn at 70, 75 and 80 lbs., respectively, to the bushel; the ninth is for timothy seed at 45 lbs. to the bushel. All of the tables are printed in heavy faced type on good paper. The price of this book, bound in strong manilla cover paper, is 50 cents.

Clark's Vest Pocket Grain Tables include tables reducing any number of pounds from 60 to 100,000 to bushels of 56 lbs., 60 lbs., 48 lbs., 70 lbs., 75 lbs., 80 lbs. and 45 lbs. They are bound in tough paper and form a thin book 2 3/4 inches wide by 8 1/4 inches long. Price 50 cents.

Clark's Grain Tables for Car Loads reduces any amount from 20,000 to 64,000 lbs. to bushels, and is designed for use by Shippers and Commission Merchants. It is printed on good paper from heavy faced type and bound in cloth. It contains 16 tables, which show the equivalent in bushels of 32, 56, 60 and 48 lbs., of any amount from 20,000 to 64,000 lbs. Price \$1.50.

Bushel Values is a companion table for wagon loads. It shows the cost of bushels and lbs., when the market price is any amount from 15 cents to \$1.04 per bushel. It is conveniently arranged and easily understood. It is printed on good paper and bound in heavy cover paper. Price 50 cents.

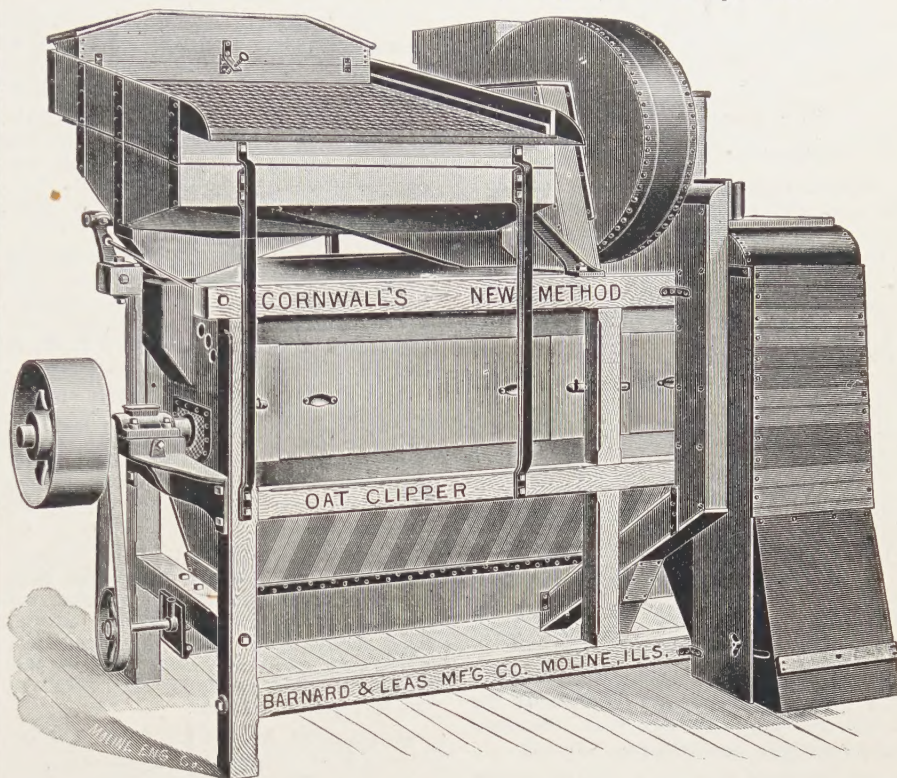
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Kindly Mention the . . .

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ELEVATORS FOR SALE.—Four good Kansas elevators, cheap. Address Kansas, Box 11, care Grain Dealers Journal, Chicago.

* GASOLINE ENGINES FOR SALE, 35 h. p.; 12 h. p.; 8 h. p.; at a bargain. McDonald, 72 W. Washington St., Chicago, Ill.

ALFREE'S THREE REDUCTION Corn roll, made as new, will sell for half price. Address John M. Hornung, Greensburg, Ind.

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THE GAS AND GASOLINE ENGINE, an instructive and reference book for users and buyers. Price \$1.50. Norman Hubbard, 268 Sheffield Av., Chicago.

MACHINES not in use can be sold by advertising them here. Get your money out of them; get the machines out of your way; sell them and reduce your fire risk.

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FEED ROLLS; SCALES.—3 three-high Feed Rolls, 1 600-bushel and 3 60-bushel Hopper Scales at a bargain; all kinds of mill machinery. S. G. Neidhart, 110 Fifth Ave., S. Minneapolis, Minn.

AN ELEVATOR NEAR Decatur, Ill., capacity 4,000 bushels, 15 h. p. gasoline engine, has sheller, screen fan, feed mill, and two dumps, for sale cheap. Address U. J., Box 10, Grain Dealers Journal.

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One Power Grain Shovel.
Two Oat Clippers.
One 24-inch Tripper for Belt.
One Pratt & Whitney Automatic Scale.
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IOWA ELEVATOR for sale, or rent, new 26x28x35 ft. two legs, two dustless cleaners, 5 h. p. gasoline engine, dump scales. P. Vandenoever, Dexter, Minn.

STATIONARY ENGINES for sale. We have for sale one 10 h. p. and one 20 h. p. stationary engine. Both second hand and in good condition. Will sell cheap. W. H. Marshall & Son, Whitesboro, Tex.

ELEVATOR IN ILLINOIS on the Big Four, capacity 10,000. New and well built. Electric power. Has sheller, ground dump, platform scales and hopper scales, a bargain. Address B. M. J., Box 10, Grain Dealers Journal.

GRAIN WAREHOUSE AND FEED MILL for sale. Handle all the grain shipped, plenty of grinding, also handle flour, salt, cement, hides and clover seed. Only warehouse in town, good chance for right party. Address J. Evans, Barneveld, Wis.

ELEVATOR FOR SALE in Kansas, capacity 30,000 bushels, 8 shipping bins, 26 storage bins, hopper scales, platform scales, 2 dumps, has a wheat cleaner, corn sheller and cleaner, and feed mill, a Bargain, will take some land in part payment. Address L. J. H., Box 10, Grain Dealers Journal.

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1 2½ H. P. Regan, electric igniter.
1 3 H. P. Charter, tube igniter.
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1 5 H. P. Fairbanks, pump and gasoline engine combined, for village water-works.

WITTE IRON WORKS CO.,
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TABLE OF LEGAL WEIGHTS, compiled from official sources by Alfred L. Fraser, of the General Freight Department of the N. Y. C. & H. R. R. R., giving the legal weights per bushel of agricultural and mineral products (grain, vegetables, fruit, salt, coal, etc.), as provided for by the statutes of the various States and Territories of the United States, and of the Dominion of Canada. Price, 50c. A. L. Fraser, Publisher, Yonkers, N. Y.

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ELEVATOR WANTED: I want to lease or buy a country elevator. D. A. Daily, Hazelton, Ind.

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POSITION AS ENGINEER wanted, 15 years' experience; city license. J. E. Murphy, 1260 Ninety-fourth street, Chicago.

A SECOND HAND scale, cleaner, clipper or other machinery can be obtained at a low price by advertising your want here.

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ILLINOIS ELEVATOR WANTED: I want to buy a small elevator in a good grain growing district of Illinois. G. A. K., Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED: I wish to lease a well equipped elevator in good grain section with view to buying. M. O. S., Box 11, Grain Dealers Journal, Chicago, Ill.

ADDRESS WANTED: I wish to learn the present address of T. A. Harney, formerly located at Lombardville, Ill. D. B. A., Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED.—I want to lease a well-equipped elevator, in good grain section, with view to buying. O. S. M., Box 9, Grain Dealers Journal, 10 Pacific Avenue, Chicago, Ill.

ELEVATOR WANTED.—I want a small well equipped country elevator in Illinois, Indiana or Michigan. Give full particulars in first letter. L. T. E., Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED.—If you want help in your office, elevator or any other department of your business, advertise your want where those connected with the grain trade will see it. That is right here.

POSITION WANTED as traveling solicitor, superintendent, foreman or buyer for grain firm, by an experienced grain man. All references. Address J. E. R., Box 11, Grain Dealers Journal, Chicago, Ill.

MACHINES WANTED.—If you want good second-hand machines or machinery, make your want known in this department. Others have done so and secured good machines at a low price. You can do as well.

ADDRESS WANTED.—I will be obliged to anyone who will give me the present address of Mr. Koppe, formerly superintendent of the L. S. & M. S. elevator at Chicago. Inquirer, Box 11, Grain Dealers Journal, Chicago.

COUNTRY ELEVATORS WANTED.—We have frequent inquiries for elevators from grain dealers who desire to buy, and we feel that it would be to the advantage of every one who desires to sell an elevator to list same with us. It costs nothing unless sale is made, and then only \$1 for each sale resulting. F. R. S., Box 9, Grain Dealers Journal, 10 Pacific Avenue, Chicago, Ill.

GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month at
10 PACIFIC AVE., CHICAGO, ILL.

BY THE

GRAIN DEALERS' COMPANY.

CHARLES S. CLARK, EDITOR.

Price, Five Cents a Copy: One Dollar Per Year.

Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., DECEMBER 25, 1898.

Let us hear from you.

A good scale is a profitable investment.

Begin the new year right. Subscribe for the Grain Dealers Journal.

May 1899 bring a harvest of barren regrets to the scoop-shovel loaders.

We wish all our readers and patrons a Merry Christmas and a Prosperous New Year.

Keep your elevator clean and it will not be destroyed by the explosion of grain dust.

A safe grain dump draws business; a dangerous one breaks horses' legs and drives away business.

A good gas engine gives cheap power; a poor gas engine may be cheap, but the power it gives is expensive.

When you want any information on a trade subject, you are welcome to make use of the "Asked and Answered" column. It's free. Try it.

A loading fee of 2 cents per hundred would be a pleasing Christmas present for country elevator men. This is intended as a pointer for railroad men.

The Chicago Board of Trade is making an earnest effort to secure a reduction in the unreasonable tax levied upon the business of the board by the internal revenue law.

The fire insurance companies' dilatory tactics in settling for the loss of the Union Elevator at Toledo are again adding to their reputation for delaying and preventing a settlement when possible.

So many losses were sustained by grain carriers of the great lakes during the past season that the insurance companies are threatening to advance the rates. This has brought the vessel owners together and they now propose to insist upon the companies making a general rate at the beginning of the season, and if they refuse the vessel own-

ers propose to organize a mutual company. This is the natural remedy for extortionate insurance rates.

Congress should be petitioned to repeal the part of the internal revenue law which requires the placing of a stamp on scale tickets or orders issued to farmers for grain received at elevators.

The friends of Argentine assure us that the great exporting country of South America will now go into wheat raising on a scientific basis and feed the world, but yet our exports this year are growing larger and larger.

The campaign against poorly coopered cars is at last bearing fruit, and country shippers are not only refusing to accept old, worn-out cars, but are making an earnest effort to have each car well coopered before placing any grain in it.

Cleveland has a grain drying establishment against which the citizens enter many complaints. Plants equipped with modern, up-to-date grain drying machinery do not give off offensive odors nor make trouble for the operator.

The American Cereal Company is said to be dabbling with oats again. Its past experience and the experience of the National Linseed Oil Company would seem to warrant it in keeping out of the speculative market, but the temptation is too great.

The consular reports from Germany seem to bear out the opinion that Germany is slowly but surely increasing its consumption of American corn. Indian corn is not displacing rye as a food for the masses, but is being used extensively as food for cattle.

The friends of anti-option will find much to ponder over in the experience of Germany, which several years ago enacted laws forbidding dealing in grain for future delivery. The legislation was taken at the instigation of the agriculturists, who now are regretting the action.

The distributors of "Hold Your Wheat" circulars have a competent successor in the philanthropic body of men styled the Co-operative Grain Association. The association seems to have been organized primarily to bull the wheat market, or, rather, to show the grain growers how it might be done if they would contribute to a fund for that purpose.

The broom corn crop is said to be short and the dealers are making an earnest effort to corner the market. The broom manufacturers seem to be much alarmed over the prospect. They have been required to pay \$100 a ton and

some predict that the price will advance to \$150 a ton. This will surely insure a large acreage and low prices next year.

The Department of Agriculture has issued a bulletin showing that the chinch bug has damaged the grain crops of the country to the extent of \$330,000,000 during the forty-seven years ending with '97. No other insect does so much damage to the crops in the field as the chinch bug and it seems time to put an end to its depredations. Here is work for the Co-operative Grain Association.

The corn of many sections of Iowa, Illinois, Indiana and Ohio contains so very much moisture that little of it will grade No. 3 unless dried. The elevator man who puts in a good drier will surely reap a golden harvest if he keeps it at work on '98 corn. The reports received from many parts of the country seem to bear out the opinion that much of the new corn will not be dry enough next summer unless put through a good drier.

Chicago is credited with being free from bucket-shops, but that was yesterday; today will bring forth a new crop of workers and a bountiful crop of suckers, and the same old game will be worked with the same profit as before. The yawning penitentiary may forbid the sharpers using the United States mails for capturing suckers, but in the large cities and country towns they will still be able to take in enough to keep the wolf from the door.

The elevator men who put off equipping their plants with a dust collecting system should take warning by the experience of the operators of the Union Elevator at Toledo, from the ruins of which the sixteenth victim was recently removed. A week prior to the destruction of this elevator by the explosion of dust a contract had been let for a complete dust collecting apparatus. It was a case where good intentions came a little too late.

A new industry which is rapidly gaining ground with the elevator men of the West, especially in Iowa, Nebraska, Kansas, and Oklahoma, is the clipping of wheat. The crop this season varies from 53 to 62 pounds. By clipping off the beards and fuzz of the light weight wheat it can be mixed advantageously with heavy wheat and the whole given sufficient weight to admit it to contract grade. A few old fogies are shaking their heads and sagely telling of the great damage such clipping will do the export wheat trade. Probably if they had a good clipper at work they would take an entirely different view of the case. When cornered they cannot help but acknowledge that the grain is great-

ly improved by the treatment, and if so, the operator is justly entitled to a reward for his labor.

Some elevator men in the district afflicted with car famine write that scoop-shovel loaders seem to be able to secure cars even more readily than those having provided storage facilities for grain. This is unfair. Cars should be refused scoop-shovel loaders until those having grain in carload lots, ready for immediate loading into cars, are provided with the cars needed. The shipping public should not be inconvenienced to accommodate loaders who use cars for warehouse purposes.

Elevator men in placing their insurance should not be scared by stock company agents into placing all their business with the board companies. There may be weak mutual companies just as well as stock companies, but the mutual fire insurance companies, which make a specialty of insuring grain elevators, are just as thoroughly reliable and carry such insurance more cheaply than any of the stock companies. A little thought and investigation will enable any elevator man who possesses a first-class risk to reduce the insurance bill 50 per cent per annum.

Whenever our rapidly increasing exports in grain prompt some optimistic editor to take a bright view of the future export grain trade of the United States, the pessimists come forward with long tales about the large quantities of grain which will be supplied to the world soon by bleak, snow-bound Siberia, about which we hear so much and know so very little. If Russia itself can have a famine in one part of its domain and an abundance in another, it would seem that transportation facilities would need to be greatly improved before Siberia would become a very potent factor in the world's grain trade.

Some of the farmers' journals have had much to say recently about country grain shippers boycotting grain commission men who handle the shipments of scoop-shovel loaders. It would hardly be reasonable to expect the country elevators to thank the grain commission man for encouraging the destruction of their business and the crippling of their property by handling the shipments of scoop-shovel loaders. It is contrary to human nature to turn business to the man who helps to injure you. The commission men are averse to handling the shipments of scoop-shovel loaders and others who have no investment in the business. Such shippers, being unfamiliar with the routine of the business, make many errors and much

trouble for the receiver. Having no investment, it is difficult to secure a settlement of overdrafts or mistakes. The tricks they stoop to, elevator owners would not dare to attempt.

Our vice consul at Copenhagen has sent out a circular complaining of the condition of maize arriving from North American ports. He says it contains impurities and broken grains, bits of cobs, dust and dirt, so that consumers are complaining and rejecting such grain. There is no necessity for our exporters sending out such grain, and they will not do so if European buyers refuse to accept or are willing to pay the price for better grain. Competition often induces exporters to reduce the quality of grain in order to make it conform to the forced reduction in price. There is no doubt that Europeans can get grain of the desired quality whenever they are willing to pay for it.

Mexico has at different periods imported considerable corn and some wheat. The poorer classes do not consume much wheat, depending largely on corn, two crops of which can be raised each year in some districts. Some wheat has been exported from the northwestern states, and the Mexican congress, in the hope of increasing the wheat export trade of the country, has recently enacted a law which permits the free importation of seed wheat. If Mexico does take to growing wheat on an extensive scale, it will create a large demand for American grain cleaning machinery. Before its wheat could become a competitor in the European markets it would be necessary to clean it thoroughly.

We regret to learn that some country elevator men who are not afflicted with scoop-shovel competition have no respect for the rights of elevator men at stations other than their own. In "Asked and Answered" column of this number will be found a query from an Illinois shipper who is troubled with such competition. It would seem that the owners of country elevators would not encourage scoop-shovel loading at any station where an elevator is located. It is against their own interest as well as the interest of operators of country elevators, and especially of those who operate at elevators where he seeks to do a scoop-shovel business. Country elevator men who indulge in such diversion cannot expect the assistance of the associations nor of the members of the trade in obtaining relief from any scoop-shovel competition which may arise at a station where he is operating an elevator. It is not often that selfishness will lead a country elevator man so far astray in that matter. Few

cases have arisen before and it is to be hoped that fewer cases will arise in the future.

The grain shippers of the central states have been suffering from the most aggravated car famine the trade has experienced in years. Elevators were filled long ago. Many temporary cribs have been erected for the accommodation of the grain marketed by farmers, and much grain has been hauled by wagon to distant points for storage accommodations. At many stations the grain business has virtually been suspended because the shippers could obtain no cars. Yet through all this delay the rail carriers have not once expressed themselves as favoring a reciprocal demurrage charge. If the shipper or receiver delays a car to exceed 48 hours, he must pay dearly for it, but if the carrier delays thousands of bushels of grain at every station along its line and causes the shippers to forfeit contracts because they cannot make deliveries—well, that is different. No person or corporation can be expected to establish fines for its own negligence unless required to do so.

IOWA CROP REPORT.

The Iowa Weather and Crop Service in its final report for this season gives the following: WINTER WHEAT made a large yield, considering the reported condition of the crop at the close of winter. The average yield as reported is 16.5 bushels per acre, and the total output for the state is 3,168,916 bushels. Spring wheat brought a total product of 19,152,352 bushels, an average of 14.8 bushels per acre. The aggregate amount of both winter and spring wheat is 22,321,268 bushels, valued at \$11,702,126.

CORN: There has been an unusually variable output of this great staple, the county averages ranging from 25 to 42 bushels per acre. The stand was perfect everywhere, and in many counties the yield was far above all previous estimates. Fifteen counties report 25 to 30 bushels, fourteen counties 40 to 42, and seventy counties range from 31 to 39 bushels per acre. The aggregate for the state, figured from the several county totals, is shown to be 289,214,850 bushels, produced from an area of 8,396,286 acres. The average for the state is therefore 34.5 bushels per acre. Considerable percentage of the corn crop in this state, probably 20 per cent, was still unharvested on December 1st, the work having been seriously retarded by the early advent of winter.

OATS: The total yield of oats is 139,915,346 bushels; an average of 32.5 bushels per acre; the average home price is 21 cents per bushel, making the present market value of the crop \$29,383,222.

RYE: Total product, 3,370,550 bushels; average per acre, 16 bushels.

BARLEY: Total product, 14,032,471 bushels; on an acreage of 505,589 acres; average yield, 27.5 bushels per acre.

FLAX: Total product, 2,376,604 bushels; average per acre, 10.5 bushels.

THE KANSAS ASSOCIATION'S REMEDY FOR SHORTAGES.

The Grain Dealers' Association of Kansas seems to have found a practical remedy for shortages in grain shipments or, rather, it has found that the establishment of its Check Bureau has been the means of materially reducing the shortages in shipments of grain to Kansas City.

The Check Bureau has not been in existence long. Yet during its life of less than two months it has disclosed many leaks and made many suggestions which have increased the care of grain at shipping as well as at the receiving point.

The association seems to have been particularly fortunate in the selection of Mr. G. N. Consley, formerly of Wichita, Kan, a grain man of years of experience, to supervise the work at Kansas City. As Supervisor of Weights at that market for the association, Mr. Consley has a large number of men who were brought in from the country under him.

car to unload grain. Naturally these shovelers were averse to working any harder than necessary, and were easily bribed by sweepers to leave much grain in the cars. It was learned that some of the unloaders were receiving half of the leavings. The shippers' attention has frequently been called by the Bureau to the loading of defective cars with grain, and this has resulted in many shippers refusing to accept defective cars.

Of the first thousand cars that were inspected by the Check Bureau, 26½ per cent. were leaking. The leaks were due to the defective cooerage of poor cars. During the first week of the Bureau's work, car inspectors frequently reported cars "Not fit to load." Now such a condition is seldom reported. Shippers are discriminating against poor cars. Most of them are refusing to accept any but good cars and the railroads are beginning to understand that it is against their interests to attempt to force shippers to accept defective cars. One old

demands upon the check man to leave more grain in the cars. For a time after the Bureau's establishment it seems probable that they broke open many cars. On December 5, at one elevator, out of 27 cars, 16 were reported "End doors not sealed." The shortages that day were unusually large. It is not certain whether or not the seals were broken by thieves, or the shipper neglected to seal the end doors. The thieves have not been backward in using chisels, augers and in breaking boards from the cars. Nearly 1,000 persons are credited with having made their living by stealing grain from the cars in the Kansas City yards, but, of course, they must now look to other sources for a livelihood.

The association has a form upon which each shipper who desires to patronize the Check Bureau may send a statement of all grain shipped to Kansas City, showing his own weight and the elevator to which the car is or-

KANSAS GRAIN DEALERS' CHECK BUREAU.

STATEMENT--Condition Car and Weight.

This Certifies, I have this day.....checked the weighing

of Car No.....Initial.....at..... Elevator
and found same to contain.....pounds of.....

no more; no less. I further certify I examined carefully the condition of said car before unloading, and found same to be as follows:

.....
Gross
Tare
Net
Seal Record.....

Weighed by.....State Weighmaster.

Checked by.....Private "

Shipper's Weight.....

Elevator ".....Sworn Check Weighman.

SHORT--OVER.

These men check the cars of the patrons of the Bureau as they arrive at elevator to which car is billed by shipper. No one employed by the Bureau has any connection whatever with Kansas City institutions.

The Check Bureau is managed by a committee composed of members of the association and a couple of Kansas City receivers. A checker is placed at each Kansas City elevator or mill where the grain receipts are large enough to justify his employment. The checkers are changed about from place to place by the Supervisor, in order that they may not become too friendly with sweepers and others desiring to obtain grain for nothing. Many of the shippers will not permit their grain to be unloaded at an elevator where an official check man is not stationed, and some Kansas City receivers refuse to sell to any elevator man whose house is not provided with an official checkman of the Bureau.

The work of the Bureau has brought out some very startling facts. Several elevators were paying negroes by the

car which had a defective lining was cleaned thoroughly by the unloaders, but the Bureau's car inspector ripped off the lining and afterwards secured fifteen additional bushels of wheat from it.

The reduction in the amount and number of shortages during the first thirty days the Bureau was in existence was greater than the promoters of the scheme had hoped for. On Dec. 10th seventy cars which were snipped by one Kansas firm were unloaded at seven different terminal elevators in Kansas City. The total shortage was but 1,760 pounds. Of course, all cars are now swept and cleaned before they are removed from the receiving sink.

The sweepers, who formerly hung about the elevators with cold chisels and bags, ready to remove grain from the full car as well as the one supposed to be empty, complain bitterly against the check men, but in vain. Some of them seem to think that the sweepings are their rightful property, and many times have been very emphatic in their

dered. Statements of the cars ordered to each elevator are daily furnished to the checker at that elevator, who looks after the car upon its arrival and furnishes a statement showing the weight as well as the condition of the car. All shippers to that market can take advantage of the Bureau by paying 25 cents a car. The checker is provided with a book with a carbon sheet and makes duplicate statements, one being sent to the shipper. If the car is defective, it is plainly marked on the cut of car shown in the certificate we print on this page.

The Bureau has proven so very successful at Kansas City that the association proposes to establish a check system at Atchison, Leavenworth and Coffeyville. The success of the system would seem to warrant its being given a fair trial at other markets afflicted with chronic shortages.

Trade news items are always welcome.

LETTERS FROM THE TRADE

SELLERS' RIGHTS.

Grain Dealers Journal.—As promised in my query in the Grain Dealers Journal of Oct. 25 regarding the rights of the seller, when buyer refuses to furnish billing, I herewith give the jury's decision in the case. The judge's charge to the jury was that I had no claim on the defendant, as I had failed to place the 200 tons of hay on track and bill to purchaser at his place of business. The jury rendered a verdict in my favor for \$125, which as you see was contrary to the charge of the court. The amount granted was fixed on as a compromise due to the fact that three of the jurors hung out, because of the charge of the court. A. E. Hartley, Goodland, Ind.

DO NOT USE A REVENUE STAMP.

Grain Dealers Journal.—We enclose herewith a copy of a grain ticket which we use without the internal revenue stamp, and the bank pays it.—Lee & Lehan, Dunlap, Ia.

corn of this crop will shrink 15 pounds per bushel. Pratt-Baxter Grain Co., Taylorville, Ill.

TRADE CONDITIONS AT HAVANA.

Grain Dealers Journal.—We recently received a letter from our Habana correspondent, which disclosed a deplorable condition of trade affairs in the Cuban capital.

Legitimate business is paralyzed or suspended, nothing is coming into the country through the regular channels and it is not desirable to make shipments. Our correspondent writes that, "More goods are smuggled into Havana than any known place on the map, every point of land is a place to land goods. All night you can hear carts running with contraband goods through the streets. The Spaniards have soon to get out, and their custom officials are preparing to turn loose with a pocket full of money. A boat load of bran was loaded in New Orleans and landed here import duty free. It is impossible to make any calculations under the rotten regime existing, and I would not know how to base any calculations for a legitimate business at present."

blame on their engine. If elevator men would investigate carefully they could frequently find and remedy the trouble and thereby save gas engine men unnecessary trips to help them. Witte Iron Works Co., Kansas City, Mo.

SCARCITY OF CARS.

Grain Dealers Journal.—I have been, as it were, covered up with grain, as it has been impossible to get cars to ship it out. For weeks the farmers have had to hold back their grain, as elevators, cribs and dumps are full, even the driveways are filled with corn. I have one station in Indiana on the Big Four where I have been able to get but one car to load since Nov. 18.

I am glad to see you stirring up the scoop shovel men. One who is doing a scoop shovel business on the Big Four, has no more trouble apparently to obtain cars than do those who have elevators.

From this point there seems to be no relief in sight at present for any better supply of cars than we have had for the past month, in fact it will be worse if anything. B. B. Minor, Indianapolis, Ind.

Load of.....
From.....

DUNLAP, IOWA.....189..

TO LEE & LEHAN,

Gross.....

Tare.....

Net.....

Price.....Bushels.....

Amount \$.....

Weigher.....

Grain Ticket Used Without Stamp.

NEW CORN VERY POOR.

Grain Dealers Journal.—It may be of interest to you to know something about the new corn in this section. We think that the farmers are about half done husking, and that the average per acre is about 30 bushels in this county, as against about 50 bushels the last few years. The quality of the corn as it comes to us, if it were dry, would be No. 4. We find more dry rot ears than in any former year in our experience, a great deal of the corn in this county is down in the field, and much of it damaged. The maturing and ripening has been very uneven and nearly all corn has green ears. We have received at our stations about 80,000 bushels of this year's crop, and have put it into outside cribs, scattering it as much as possible. While unloading the corn from the farmers' wagons we kept men whose duty it was to pick the damaged and green ears from the load and return them to the farmers who could take them home and do as they pleased with them, we would get from one-half to three bushels from each load. There is no corn in this section that is at all merchantable as yet, and we do not believe that it will ever grade better than No. 3. After it is dry it will require some picking before it will reach that grade. We have tested the matter of shrinkage and find that much of the

Our correspondent is in a position to know the truth and writes free from prejudice. Jockusch, Davison & Co., Galveston, Tex.

TOO QUICK TO BLAME ENGINE.

Grain Dealers Journal: We notice on page 194 of the Grain Dealers Journal for Nov. 25 a few timely remarks regarding operators who place all the blame on their engines, when a little thoughtful work would enable them to give their engine the care required to keep it running. We recently received a letter from M. L. Newland, of Sharon, Kan., remitting for a new battery, in which he writes:

"The battery is all right, and was so all the time. The trouble was that I did not know that the coil increased the spark, and thought that the wires ought to make as good a spark without the coil. I had not connected the battery with the coil and engine when I wrote you. I fooled away three or four days before it dawned on me that the coil might have an effect on the spark. I think now that the wires must have become disconnected from the coil was what got the matter with the old battery, as neither the zincs or the carbons were more than half gone."

This is only a sample of the letters we have received from buyers of engines who were too quick to place the

SCOOP SHOVEL MEN DO NOT PAY TAXES.

Grain Dealers Journal.—I am a firm believer in the loading fee idea, and a strong pull in this direction by all grain men will surely result in much good to our interests. I have had to compete with scoop shovel men, who jump in and do a large amount of business during the busy season, and then lie down. Of course when the assessor comes around they are gone, or even if they do stand fire and give in a certain amount of business, they never pay the taxes assessed against them, because they have no property against which taxes can be levied. The regular grain man pays the full amount of the taxes levied on his elevator and business transacted during the year, but at the same time has been held up and robbed of his legitimate business by the transient scoop shovel fiend. A. R. Mead, Linden, Ia.

A REMEDY FOR SHORTAGES AT TERMINAL MARKETS.

Grain Dealers Journal:—Regarding the shortages at terminal markets, I would offer the following:

First, have the country shipper be very sure that his scales are correct and have them tested at least once a year. Second, have all cars carefully inspected before loading, especially in old cars; see that the lining is in good condition and that the sides of the cars are well nailed to the sill. Very often the cars appear in good condition but the sills have rotted some, and as soon as the weight of the grain presses against the sides it will cause them to give way from the sill of the car and cause a leak.

Third, board up the car doors carefully with sound lumber; look out for loose knots and have the doors boarded high, so that the grain will not leak out over the top. Do not load the cars so full that the inspector will have to knock off one or two boards in order to get into the car. They very often forget to put the boards back and moving the cars from the railroad yard to the transfer elevator will shake some of the grain out over the top. Fourth, as soon as

your grain is weighed, send a notice to the board of trade weighmaster, giving car number, weight, and consignee, with instructions to have his deputy note carefully the condition of the car on arrival at transfer point; further, if the weight shows a shortage of more than $\frac{1}{2}$ of 1 per cent from your weight, have him preserve the identity of the grain for investigation. The deputy weighmaster having the shipper's weight, will be more careful, and if for any reason there should be a wide variation, it can be more easily investigated at the time, before the grain is mixed with others. Fifth, notify your consignee as soon as he has ordered the grain to any particular elevator or transfer yards to notify the board of trade weighmaster where the grain has gone, so that he can keep track of it.

If the country shipper will carefully follow these suggestions, I think there will be no cause for complaint on short weights at Chicago. Try it.—F. H. Mealliff, Chicago, Ill.

WHY PRICES ARE LOW.

Grain Dealers Journal: A good deal has been said recently as to the reasons why prices of grain are not more responsive to bullish conditions and influences, and why, with so much idle money in the country and the speculative fever running high in other directions, there is no investment buying of grain. The explanation is easy. The grain raised on the farm and the kind sometimes called "wind," which requires no other fertilizer than "sand" to produce in unlimited quantities, are distinct and separate commodities, yet so related that the latter controls values of the former when the powers that be desire it to do so. Speculative conditions, moss-grown rules of trading, and a monopoly, have blocked the way for natural conditions to influence prices of actual grain.

By force of habit, or for other reasons, we and others watch the movement of grain and the supply and demand in order to form opinions as to the course of speculative prices, and that is where we get fooled, for "wind" grain is the only variety that is bought and sold in speculation in this market. A few local corporations, aided by a corrupt state government, and special railroad privileges in defiance of the laws of the United States, have created such a monopoly of the business of dealing in actual grain that they alone can invest money in it with any degree of safety or success. These corporations have destroyed the public storage system of Chicago by making prohibitive carrying charges and taking to themselves the choicest grain placed in their care as public warehousemen, giving back when the grain is called for, not the identical grain delivered to them, or its equal in quality, but the very poorest of the grade and kind received that inspectors can be induced to pass. This is ruinous to the public, but when, in addition, 1c per month must be paid to this monopoly for storage, it will readily be seen that individuals have no earthly show of success in buying actual grain as a speculative investment.

The elevator corporations know this fact, and that speculators who buy for future delivery will be forced by their manipulation of the market before

stated periods to sell what they bought as they bought it and where they bought it, and their selling neutralizes the effect of their buying. The profits of the elevator monopoly lie in the direction of lower prices for "wind" grain, the kind they sell and the public buy, and higher prices for actual grain, which they alone can handle. But if this elevator monopoly did not exist, and grain could be bought by the public and carried at a reasonable cost, as speculative stocks and securities are bought and carried, then speculation in grain would be more attractive and honorable than it is now, the present stagnation in the market would be history, prices would be higher, profits of trading would be more sure, and the Board of Trade would be a creditable institution of Chicago and the West. E. W. Burdick, Chicago, Ill.

THE LEGITIMATE GRAIN BUSINESS IN DETROIT.

Grain Dealers Journal.—Detroit has room for a great many more cash grain dealers, and I can see no reason why it should not have them. The impression prevails that the grain business is a precarious one; that dealers take great risks, and that dealing on the Board of Trade is a species of gambling. On the contrary, no business is conducted with such absolute safety. We may handle hundreds of thousands of bushels daily and yet not care whether the market goes up or down.

When we get acceptances to our bids for grain from dealers in Michigan, Indiana or Illinois, as the case may be, we immediately sell as a hedge for future delivery the same amount, thus securing our profit and guarding against loss. Then when we sell to millers east or for export we immediately buy in our hedge.

Ours is a strictly cash business. We neither ask nor grant credit. We ship everything to our own order, making a demand draft bill of lading attached for full amount, so the grain is ours until the draft is paid. We have no shop-worn goods, remnants or goods out of fashion.

Bankers like our securities, and will loan nearly the full value on grain or warehouse receipts, because they can turn them into cash any day, if necessary. Thus a dealer with small capital can do a large business.

All this applies to handling the actual grain. There is a class of dealers who deal exclusively in buying and selling for future delivery, or in options, expecting to make their profit by the fluctuations of the market. This is exceedingly precarious business, and the rock that has wrecked many a strong house.

Detroit is at the gate of the most productive grain section in this country. We have numerous railroads, cheap water transportation, good elevators, strong banks, in fact all the machinery for doing an extensive grain business, while the field is not half worked.

There is room for a dozen good firms on our Board with prospects of success, if they will stick to the legitimate business of handling actual grain and let the other fellow play with the seductive option.—Frank T. Caughey, Detroit, Mich.

Try the Grain Dealers Journal one year and you will never do without it.

THE SUPPLY TRADE

Buckwheat cakes are ripe, and H. H. Emminga, of Golden, Ill., is in the market for buckwheat grain.

S. D. Childs & Co., of Chicago, Ill., are distributing among their friends and customers, with their compliments, a very neat vest pocket memorandum book.

Harry N. Giles, for several years employed by the Millers' National Insurance Co., of Chicago, has been appointed to inspect grain elevators for the company.

J. F. Zahm & Co., of Toledo, O., are sending to the trade a neat little folder for carrying postage and revenue stamps. It is composed of sheets of oiled paper, and has a leather cover.

We have received a very neat calendar from the Ohio Millers Mutual Fire Insurance Co., of Canton, O. This company confines its business to flouring mills, grain elevators and warehouses.

The salesroom of the Webster Mfg. Co., at 135 S. Clinton street, Chicago, has been closed and customers are requested to go direct to the factory, where an entire line of the company's goods are shown.

The Webster Mfg. Co., of Chicago, has issued a price current of machinery and supplies for elevators, flour mills, malt houses, etc. This booklet is very complete, and contains everything that is needed in equipping a modern elevator.

We have received a package of lead pencils of superior quality which bear the words "Ware & Leland, Chicago, Grain, Stocks, Cotton." These pencils have been distributed quite freely among the many customers of this well known firm.

A very complete illustrated catalogue describing the merits of the New Era gas engines has been mailed to us by the New Era Iron Works Co., of Dayton, Ohio. This catalogue contains some very good suggestions relative to the care of a gas engine, also some testimonial letters from some of its many friends, who speak very highly of the New Era.

"Graphite" is the name of a new four-page monthly which comes to our desk. It is issued in the interest of Dixon's graphite productions, and for the purpose of establishing a better understanding in regard to the different forms of graphite and their respective uses. Its first and succeeding numbers will contain much of interest and value to elevator men who desire to protect their tin roofing and iron siding from the elements. Copies can be obtained free of charge by addressing the Joseph Dixon Crucible Co., Jersey City, N. J.

Root & Smith, of Kansas City, Mo., have some very neat shipping forms with which they supply grain shippers to facilitate the sending of notices of shipment. One is in the form of a monthly desk pad calendar, on the back of each sheet of which is a shipping notice. Another is an addressed postal with blank form for shipping notice on the back. The other is an addressed letter sheet with blank form for shipping notice. These forms all contain blank lines, in which are to be inserted the car number, kind of grain, weight, and amount of draft, with ample space at the bottom for any remarks.

OFFICIAL CAR TAG.

Some of the members of the Texas Grain Dealers' Association have been quick to take advantage of the action of the association authorizing the members to use the official car tag of the association on cars loaded by members. The first to prepare such a tag and send us proof is B. Wiesmann of Muenster. We present a fac simile of his tag herewith:

to 40 pounds to the bushel. Cheap cotton is rapidly increasing the oats and wheat acreage in North and Central Texas. In some districts the wheat acreage has been increased fully 400 per cent this year, the last crop amounted to nearly 18,000,000 bushels of wheat. The last corn crop amounted to 100,000,000 bushels and the oats crop to nearly 18,000,000 bushels. Ten to fifteen years ago only a few counties of this large state raised any grain.

J. H. Harrison, Mansfield, Tex.—We harvested a larger acreage of wheat this year than last; our acreage of corn and oats was also large. The wheat acreage has been increased 20 per cent.

H. D. Honaker, Farmersville, Tex.—Wheat acreage has been increased 100 per cent. Wheat will be late; it is just coming up.

Iowa Park Lumber & Grain Co., Iowa Park, Tex.—Wheat acreage about the same as last year, condition good.

J. B. Knotts, McKinney, Tex.—Acreage of wheat has been increased, oats and corn acreage will be increased.

O. P. Lawson, McGregor, Tex.—McLennan county will have an increase of 20 per cent in the wheat acreage.

W. W. Major, Midlothian, Tex.—The farmers of our district are growing more and more of the Golden Chaff smooth head wheat. This last crop, much of it run 30 to 33 bushels to the acre. It will average 28 to 30 bushels and weighs 60 to 62 pounds per bushel.

W. H. Marshall, Whitesboro, Tex.—Owing to dry spell this fall our wheat acreage was not increased as much as it would have been had we been favored with rain. However, it was increased 20 per cent.

A. A. McNeill, Valley Mills, Tex.—Acreage of wheat and oats will be doubled, the corn acreage will not be increased; it was very large this year.

W. R. Peters, Caddo Mills, Tex.—Hunt county wheat acreage has been increased 40 per cent; it is up and shows a good stand. Oats and corn will be about the same acreage as last year.

J. R. Pennington, Ardmore, I. T.—The dry weather this fall prevented a prospective increase of 50 per cent in the wheat acreage. I believe much spring wheat will be sown. The oats acreage also will be increased.

Henry Strong, Clifton, Tex.—Wheat acreage has been increased over 100 per cent; oats acreage will be increased nearly 100 per cent. The sales of grain drills show that the farmers will give more attention to growing small grain.

Geo. Smith, Brandon, Tex.—Wheat acreage has been increased 50 per cent this year.

W. S. Thurston, Nocona, Tex.—Wheat acreage is larger than a year ago and more is being sown. Oats and corn acreage will be large.

W. E. Werkheiser, Temple, Tex.—The wheat acreage has been increased 100 per cent this year. It was increased 200 per cent last year. The increase in the oats acreage last year was 200 per cent, the increase next year will be about 50 per cent.

B. Wiesmann, Muenster, Tex.—Wheat acreage is about the same.

W. T. Herrick, Whitney, Tex.—Wheat acreage has been increased 100 per cent; corn and oats will be about the same as this year.

Henry J. Shuttleworth, a member of the Boston Chamber of Commerce, died recently.

It is reported that the Cleveland & Erie road will construct docks and build an elevator at Dunkirk, N. Y.

The flour mill and elevator of J. W. Doon & Son, at Wellesley, Mass., burned recently. The loss was \$20,000.

No.	
OFFICIAL CAR TAG	
OF THE	
Texas Grain Dealers' Association.	
Car No.	Initial
This car is loaded with by	
B. WIESMANN,	
MUENSTER, TEXAS,	
Who is a member of the Texas Grain Dealers' Association.	
It contains lbs., weighed on Fairbanks Standard Scales.	
Parties unloading this Car will please remove this Card, and are also requested to report to the Shipper AT ONCE by telegraph any excessive deviation from this weight.	

INCREASE IN GRAIN ACREAGE IN TEXAS.

At the recent meeting of the Texas Grain Dealers' Association, J. H. Hawley, general agent of the I. & G. N. Ry., said: This association is on the threshold of a great future. Your efforts will have been increased ten-fold in a short while. The people of Texas are alive to the productiveness of the soil and are learning that it is good for something else as well as cotton. They are studying the matter of diversification. This has been regarded as a cotton state, but it is also coming to be regarded as a great grain state. Texas is equal to almost any five interior states you may name. So with an increased acreage, which she can give with very little notice being attracted to it, she will be able to produce as much as those five states.

The fact that many Texas grain dealers who heretofore have shipped in grain have this year shipped out grain for the first time is evidence of the increasing importance of the Lone Star state as a grain producer. Interviews with different dealers at the recent meeting disclosed the fact that the wheat acreage has already been greatly increased and that the acreage planted to corn and oats will also be increased. Among the reports received at the convention are the following:

J. P. Harrison, Sherman, Tex.—Red rust proof oats in Texas will yield 75 to 100 bushels per acre of oats weighing 32

J. H. Ardrey, Godley, Tex.—The acreage of winter wheat has been increased 25 per cent; the acreage of corn will be increased 25 per cent.

Pope Beall, Lometa, Tex.—Lampasos county will increase the acreage of wheat and oats 33 1-3 per cent; it will also increase the corn acreage.

W. U. Baker, Riovista, Tex.—Johnson county will have an increase of 50 per cent in its wheat acreage. It had a large acreage of oats and corn last year; will have next year.

J. O. Caruthers, Kopperl, Tex.—The wheat acreage has been increased 33 1-3 per cent this year.

H. B. Dorsey, Weatherford, Tex.—Wheat acreage is smaller than last year.

J. E. Davis, Milford, Tex.—The wheat acreage has been increased 50 per cent. The acreage of corn and oats will also be increased.

W. W. Ferguson, Howe, Tex.—Wheat acreage has been increased 100 per cent; corn and oats acreage will be increased 15 per cent.

W. R. Fields, Howe, Tex.—The oat crop of 1898 exceeded that of 1897 by 15 per cent, while corn showed an increase of 20 per cent. The acreage next year will be larger.

E. B. Greathouse, Temple, Tex.—Bell county acreage of both wheat and oats is larger than ever before. Winter oats and wheat are up and look fine. The acreage is double that of last year. The corn acreage will be increased one-half next year.

CAUSE OF SHORTAGES AT GALVESTON.

After repeated spirited kicks against shortages in shipments to Galveston, Texas grain shippers were through the courtesy of the G. C. & S. F., the M., K. & T., and the H. & T. C. railroads permitted to make a personal investigation of the causes of shortages at that port. Many cars coopered in a haphazard manner by country shippers were exhibited by C. McD. Robinson, Chief Grain Inspector at Galveston. The evi-



C. P. Fruit Car No. 26,455.

dence of defective coopering by the country shippers was so defective that the association adopted the following resolution at its last session:

"Resolved, That our investigations clearly demonstrate carelessness on the part of some shippers in the cooperage of the grain doors in cars in loading grain above car doors and in using thin plank for grain doors without stays; and that we urge strict care on the part of shippers in seeing that grain doors are substantially made and nailed so as to withstand the pressure of the grain in shipping to avoid and prevent all leaks. Further, we find cars on the elevator tracks here without any inside grain doors whatever."

The remarkably bad coopering is due probably to the fact that many of the dealers have loaded grain this year for the first time. Heretofore the grain grown in the vicinity of their stations was not sufficient to meet the local demand. This year the crop of all grains was larger than ever and next year the acreage will be further increased.

One of the worst leaks was in a C. P. fruit car, No. 36,455. The car was never designed to carry granular material in bulk. The inside door did not fit snugly and of course the outside door would not assist in keeping corn in the car. At one side of each of the inside side doors was a crack large enough to admit a man's hand, and out of these cracks much grain leaked. An attempt had been made to stop the crack with cotton, paper and sticks, but in vain, as is shown by the pile of grain on the ground. The car contained less than

one-half a load when inspected by the grain dealers.

The other car illustrated herewith had two 12-inch planks across the doorway. The car, S. A. & A. P. Ry., 2,494, had been loaded so full the corn was still much above the top of the plank. The floor was badly worn and the bottom board did not fit, so corn was leaking over, under and between the plank's place at each doorway.

Many other cars were cut out and placed on the sidetracks for the shipper's inspection. Among the number were S. A. & A. P. Ry. car No. 2,382, loaded with corn and having two 12-inch planks across the doorway of one side. It had no inside door on the other side and the outside door was bulging. Corn was leaking out on both sides.

G. C. & S. Fe 1,704, loaded with corn, had five 1x12-inch boards across the doorway. On one side the second board from the bottom had bulged and much corn was leaking out. On the other side a board which had not been firmly nailed fell in and the corn leaked out over the lower boards.

M. K. & T. car 6,959 was loaded with corn, had six 1x8-inch boards placed across the doorways. The boards were bulging out, some more than others, and the corn was leaking out on both sides.

C. C. C. & St. L. car 14,076, loaded with corn, had nine 1x6-inch mortised boards placed across the doorway on one side. No cleats had been placed across this door and the third board from the top was bulging badly, permitting the corn to leak out.

M. K. & T. furniture car 2,176 was loaded with corn and had eleven 1x5-inch boards across the doorway. The three top boards had not been fastened and worked back, permitting the grain to leak out at the ends.

The cars were also loaded too heavily, the sides were bulging badly and leaking.

C. & O. car 7,714 had six 1x8-inch boards across doorway. No cleats were used and the second piece from the bottom bulged, letting much grain leak out. A Rabbeted Chicago grain door was hanging to the roof, but the shipper had overlooked it, made and used a poorer door.

A. T. & St. Fe car 6,224 had patched doors. One door was broken and much corn was lost in transit. It must be said to the credit of the A. T. & St. Fe R. R. Co. that it keeps a man in the yards to pick out strong, snugly fitting grain doors for every grain car after it is unloaded at Galveston, so that its grain cars are sent back to the country equipped with good doors.

Ventilated S. A. & R. P. 3,046 was loaded with corn. On one side it was leaking badly at the bottom of the door. The door on the other side was made of 1x12-inch boards. The second board from the bottom was bulging and the corn leaking out.

M. K. & T. 7,544 was loaded with corn, four 1x12-inch boards were placed across the doorway. The second board from the bottom was bulging badly and corn was leaking out.

St. L. S. W. 9,844 was loaded with corn. Four 1x12-inch boards had been placed across the doorway, but the ends of the boards became loose and bulged out, permitting much corn to leak out.

Many other cars which were leaking were shown and without exception the leak was due to defective cooperage. Some of the new cars of the K. C. P. & G. road which were loaded too heavily were bulging badly at the sides. These cars can not last long if subject to such severe strains; they are too



S. A. & A. P. Car No. 2,494.

K. C. P. & G. car 4,956 and K. C. P. & G. 4,661 were both loaded with wheat and coopered alike, so were probably loaded by the same shipper. The door was a sample of the worst patching false economy ever directed a shipper to make. The builder of the wonderful doors evidently had a surplus of dry goods boxes and used the tops and sides to form a grain door. The pieces did not fit and evidently had not retained their original position, as the wheat was leaking out at a number of places.

weak for the business. This remarkable exhibition of bad coopering will long be remembered by every shipper who saw it, and each will strive to avoid repeating the errors of shippers whose coopering was shown.

John J. McCaffrey, of the firm Daniel McCaffrey's Sons, known as the local hay king of Pittsburg, Pa., says he is handling more hay now than ever before, and that the better qualities are commanding very fair prices.

PROTECTING IRON FROM RUST.

Country elevator men and others having large surfaces of iron and tin exposed to the elements will be interested in the discussion which has been raging in the engineering journals recently regarding the life of paints. One grain storage plant which was completed for the American Malting Company last year and painted now needs repainting. The old paint, called paint by courtesy, has cracked and peeled off the iron surface, and rust is taking its place. A poor paint is the most expensive. It is not necessary to buy a high priced paint, but it will be found profitable to buy a good paint and to select one suitable for protecting the tin roofing and iron siding.

Considerable has been written lately about an old sign in possession of the Western Society of Engineers at Chicago. The words "Harper's Ferry," painted in black, stand out as boldly as when they were first formed by the artist's brush, while the wood around the letters, which was painted with white paint, has worn away about one-sixteenth of an inch. It is asserted by the writers that no paint manufactured nowadays is equal in durability to that which was applied on the old sign.

Mr. Wm. Hooper, of Ticonderoga, N. Y., does not see anything specially remarkable in the preservation of the old sign and claims that there is just as good a paint made nowadays as then. He adds: "I have seen signs that have been painted with black paint directly on the clapboard of the building. The lettering was good after the paint on the balance of the building had disappeared, and after this the whole building was painted over, lettering and all, and the lettering obliterated; yet within ten years afterwards the old black lettering appeared again quite freshly to view. I suppose the paint for the lettering was made of linseed oil and lamp-black. I believe, however, that finely ground graphite mixed with pure linseed oil will last as long, or longer, than any other paint ever known or used. I had a large iron casting which laid in my mill yard for over thirty years. It was painted with only one coat. The old casting was broken up and sold for old iron last month, and I noticed that the paint on the pieces of casting, even after being broken up, looked quite fresh.

"If the surface to be painted is perfectly dry when the finely ground graphite is applied, the paint will prove the most lasting paint known, because if time eliminates all of the oil, the graphite seems to adhere to the surface painted just the same as a piece of paper or wood will appear after it has been rubbed with a lead pencil or a piece of graphite. No other pigment known to me will remain on the surface painted after the oil has been thoroughly destroyed. With the experience I have had with graphite paint, I thoroughly believe that if any dry surface be covered with graphite paint and left untouched for a period of thirty years—by which time the oil will have disappeared—no doubt a letter could be written plainly on the surface by using a piece of large wire or nail after smoothing the end of the wire or nail which is to be used as a pencil. I have done all this and shown it up to others. Writing

with the piece of wire polishes the graphite, which adheres to the surface, showing that it is there still."

A. H. BEWSHER.

A. H. Bewsher, who on August 22 succeeded W. H. Chambers as secretary of the Nebraska Grain Dealers Association, is well fitted by experience to fill the position. He is young, active, and a hard, conscientious worker, which are the essential characteristics that are needed in a man that he may be able to work for the best interests of the trade he seeks to serve.

Mr. Bewsher was born in Philadelphia, Pa., in 1866, but the greater part of his early life up to his twentieth



A. H. Bewsher, Omaha, Neb.

year was spent at Albany, N. Y. In 1888 he started out on the road with a line of trunks for a wholesale dry goods firm at Atchison, Kan. After serving this firm for a year he entered the employ of wholesale grocery house at the same place in the capacity of bookkeeper, but was soon promoted to the responsible position of credit man, which position he filled well for four years, resigning to accept a position with Greenleaf & Baker, now the Greenleaf-Baker Grain Co., of Atchison. During his connection with this firm, he had at different times charge of their business in the southeastern states, traveling for them through Tennessee, Georgia, South Carolina, Florida, Alabama, Louisiana, Arkansas, Texas, and also reaching the Mexican side of the Mexican frontier.

The last four years of his connection with this company, he traveled exclusively in Kansas and Nebraska, looking after their lines of elevators in these states, as well as the country trade. The experience acquired in these four years is now proving to be of much value to him, for in traveling among the country grain dealers, he has come to learn much of their trials and troubles, and will be able to do much to bring about needed relief.

Mr. Bewsher is a pleasant, jovial, hale fellow well met, and enjoys a wide acquaintance throughout the west. He has a bright, open countenance and commands the respect of all who know

him. Like many other people, he has a hobby, and it is on contracts. At the grain dealers' convention in Omaha, in June, he read an able paper on "Written Contracts." He believes that every grain dealer who bargains with a farmer for grain, should receive and give a written form of contract, in which are set forth all the terms and conditions of the contract-agreement. It is his desire that all grain dealers in Nebraska should use the same identical form of contract, and he hopes to see this brought about.

Nebraska dealers are to be congratulated on securing the services of so competent a man for secretary of the Nebraska Grain Dealers' Association, and we are sure, they will feel that they have received in return, dollars, for their penny investments.

ASKED AND ANSWERED

SATISFIED WITH GASOLINE ENGINE.

Grain Dealers Journal.—I operate a 50,000 bushel elevator at Nekoma, and four years ago put in a 7½-h. p. gasoline engine, which has given good satisfaction. J. M. Kingdom, Nekoma, Ill.

ADDRESS OF THE GRAIN SHIPPERS' MUTUAL.

Grain Dealers Journal.—Will you kindly give us the name of the Iowa grain dealers' insurance company? We wish some more grain insurance and want to give this company a trial. O. P. Beale & Co., Tama, Ia. (Ans.—The Grain Shippers' Mutual Fire Insurance Association, F. D. Babcock, Sec'y, Ida Grove, Ia.)

WHO IS REGULAR?

Grain Dealers Journal: I am pleased to see you stirring up the scoop shovel loaders. I am troubled with one who seems able to get cars even more readily than I can. He operates several elevators on the Wabash, but I have the only elevator at this point. Is he considered a regular dealer at this station? He does not keep a man here continuously and has no investment. He may be regular at stations where he has elevators, but he is surely irregular here. The opinions of other dealers on this point will be appreciated. F. F. R.

IS BIDDER RESPONSIBLE?

Grain Dealers Journal.—Will you please advise me whether the party whose postal card bid is enclosed is responsible and oblige. J. B. Wuester, Home City, Kan.

After replying in the affirmative to Mr. Wuester's query we submitted his letter to one of the oldest of the Chicago Board of Trade firms and received a very reasonable reply from which we take the following: Probably Mr. W. did not notice a very important line on the bidding cards, i. e., "Subject to our weights and inspection." Other buyers here—for domestic or export use, accept the State official inspection, and the Board of Trade Weighmaster's weights. We know of no good reason why the company should not do the same. For a long time they were in a wrangle with the dealers here over the irregularity of

their weights, and many members of the Board of Trade refused to sell them corn because they refused, and still refuse to furnish Board of Trade Weighmaster's weights, as other buyers do. Their card to Mr. W. indicates that they want to apply their own inspection as well as their own weights, and both propositions to our minds are unreasonable and unnecessary in fair, liberal dealing. In our opinion sellers here would not accept such terms; nor do we deem it wise for interior dealers to do so.

SHOULD SCALE TICKETS BE STAMPED?

Grain Dealers Journal: We enclose form of a scale and order check all in one, which we have always used here. We have to place a stamp on each one

Minburn, Iowa, _____		189 _____
Bought of _____	No. _____	
Gross _____ lbs.	_____ bu	_____ lbs. of
Tare _____ lbs.	_____ at	_____ cts.
Net _____ lbs.	per bu., Amount \$ _____	
Payable at _____		
AGENT.		

FRANK THOMS & CO.

since the new revenue law was enacted. We have our own money deposited in the bank where the farmers go to get these orders cashed. We think that this kind of a check ought not to be stamped. We would be pleased to read the opinions of others in the Grain Dealers Journal. Frank Thoms & Co., Minburn, Ia.

EXPERIENCE WITH GASOLINE ENGINES.

Grain Dealers Journal.—We are using two Charter, seven Lewis and two Jefferson, Ia., gasoline engines, which are giving good satisfaction, but were we buying any more engines we should certainly look into the merits of some new engines which have recently been brought out. Simplicity of construction is an important point in selecting an engine, also ease of starting, there being a vast difference in this respect between the different makes. The large sized engines require considerable strength to start them unless fitted with a starting device, which is usually a hand air pump. We prefer the style of engine which makes a positive mixture of gasoline and air by getting an exact quantity of gasoline direct into the cylinder or carburetor. The electric ignition is the cheapest and if properly insulated, this being the point that should be looked after closely, will give much better results in every respect, including economy of insurance. Our experience has been more satisfactory where the rated horse power of the engine is considerably above the actual

horse power required, as a gasoline engine cannot always be depended upon to work to full capacity. Theoretically these engines do not need protection from cold, but we have found it more satisfactory to have the engine room built warm, and the gasoline tank and supply pipes from same also protected from severe cold weather. McFarlin Grain Co., Des Moines, Ia.

ADVISES TO BUY GOOD ENGINE WHEN BUYING.

Grain Dealers Journal.—I am using two gasoline engines, a 15-h. p. in use two years, and a 20-h. p. in use one year, and the total expense for repairs on both engines for the period stated was 15 cents for a sheet of asbestos packing. I am very much in favor of gasoline engines from a standpoint of

economy and convenience, and could not be induced to go back to steam power. I would advise any one to buy a good gasoline engine, pay a price that a good house can afford to put one out for and guarantee. F. M. Campbell, Randolph, Ia.

Begin the new year right—subscribe for The Grain Dealers Journal.

The new elevator at Ludington, Mich., is nearly completed and when finished will have a capacity of 90,000 bushels.

Fewer shortages would occur, or rather be supposed to occur, if shippers would provide good scales and keep them in condition.

Grain sackers will appreciate a new twine cutter which is worn on the finger as a ring, and has a blade set in a curved hook which picks up the twine as the last knot is tied and quickly severs it.

The Chicago Board of Trade directors have given the following as their reasons for disapproving the petition to make No. 2 spring wheat deliverable on contracts: "That the proposed change would, in the opinion of your directors, result in unnecessary confusion in the trade. That your directors fail to see how any benefit would arise to the market by changing the rule as proposed. That the same proposition practically has already been submitted to the association and was rejected. That its adoption would be detrimental to the highest interests of the board."

PATENTS GRANTED

Alfred Johnson, of Minneapolis, Minn., has been granted letters patent on a wheat separator and washer.

Joseph W. Cunningham, of Freemantle, Western Australia, has been granted letters patent on a grinding mill.

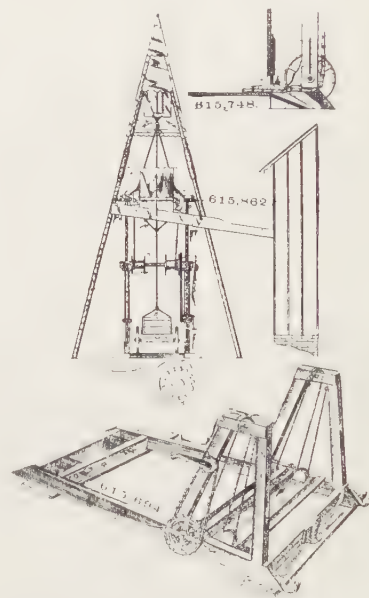
John Fielding, of Upton, St. Leonards, England, has been granted letters patent on an internal combustion motor.

George C. Bracklow, of Elmshorn, Germany, has been granted letters patent on a cooling means for explosive engines.

William A. Bole, Edwin Ruud and Edward S. McClelland, of Pittsburg, Pa., have registered a design for a gas engine frame.

Alexander A. Vansickle, of Indianapolis, Ind., has been granted letters patent on a gas engine, and assigned two-thirds to Thomas Morris Defrees, of same place.

Jacob Madlehner and Frank Hamilton, of Erie, Pa., have been granted letters patent on an explosive gas engine, said Hamilton assignor to Minnie Hamilton, of same place.



William B. Leonard, of Wallace, Ind., has been granted letters patent No. 615,862 on a portable grain dump; see cut. This dump consists of the main frame carrying chutes to receive the contents of the wagon, a separate derrick structure extending up alongside and over the said frame carrying the elevating mechanism, whereby the wagon box is elevated; clamps for securing the derrick and the main frame together, a weighing device mounted on the derrick and having the elevating mechanism connected with it.

Frank Gahm, of Ransom, Ill., has been granted letters patent No. 615,694 on a combination elevator and wagon dump; see cut. This wagon dump consists of a platform which is pivoted at one end and rollers at the opposite end, whereby the dump as a whole can be swung horizontally on its end pivot; of a vertically movable section adopted to receive the forward wheels of a wagon, and a device for raising and lower-

ing this section, whereby after the platform has been swung into the desired position the contents of the wagon may be dumped.

Anderson H. Richner, of Crawfordsville, Ind., has been granted letters patent No. 615,748 on a conveyor; see cut. It consists of a bin or hopper having a passage or chain way through it, a conveyor chain and sprocket wheels mounted so as to guide the chain through the chain way and over the bottom of the bin or hopper, a bar or post fulcrumed at one end of the shaft of the driven sprocket, a trip for the flights of the conveyor chain carried by the bar or post, and a threaded bar and its nut for moving the bar upon its fulcrum to tighten the conveyor chain.

TRANSPORTATION

A new warehouse 400 feet long is being built at Grand Haven, Mich., by the Grand Trunk road.

The car famine still continues and is being used by the roads as an excuse for demanding full tariff charges.

Since its opening last September, the Fosston branch has hauled almost as much grain to Duluth as the Northern Pacific.

The B. & O. Ry. has added to its terminal facilities in Philadelphia by building a large warehouse for the storage of flour and general merchandise.

A car containing 1,501 bushels of wheat was recently received at Duluth, Minn. This is the largest car of wheat ever received at the head of the lakes.

Chicago shippers are complaining bitterly on account of the railroads not being able to furnish cars, and as a result a great deal of grain is awaiting shipment.

The total grain shipments over the Canadian Pacific for the three months ending December 1 amounted to 7,520,700 bushels, as against 9,580,950 bushels for the corresponding period last year.

Pickands, Mather & Co., of Cleveland, O., are having built two large steel freighters for use on the lakes. The new boats consist of a steamer and tow barge. Each boat will be 500 feet over all.

Export and through shipments of grain, flour and provisions from Chicago to the Atlantic seaboard for the week ending December 19 amounted to 108,814 tons, as against 83,222 tons for the corresponding week last year.

Lake navigation on Lake Superior is now closed. The shipments of grain by water from Duluth for this season amount to 53,500,000 bushels or about 23,000,000 bushels more than was shipped during the season of 1897.

Railroads entering Memphis, Tenn., have granted Memphis shippers a rebilling privilege on all shipments from Illinois points, Kansas City and St. Louis and points of origin that are directly tributary to those markets.

Railroad Commissioner Nathan Kingsley, of Minnesota, in framing his new elevator bill, to be presented to the next legislature, has provided that parties desiring to build elevators on the right of way of any railroad may petition the railroad instead of going into the district court to secure the privilege. Building may be commenced imme-

diately after giving a bond, without waiting for the termination of any litigation which may ensue.

The largest carload of grain ever shipped in the United States, or any other country, was recently received by G. L. Graham & Co., of St. Louis. It was a car of No. 2 mixed corn and contained 88,370 pounds, or 1,578 bushels.

An eastern freight line recently made a contract to carry a large shipment of wheat to New York at 8 cents a hundred pounds, while the tariff rate is 20 cents. Out of this 8 cents, 3 cents will be absorbed for lighterage, leaving 5 cents for the actual carrying of the grain from Chicago to New York.

It is stated that the Board of Managers of the Joint Traffic Association is conducting the business just as if nothing had happened. It continues to ask the railroads to furnish it with copies of all orders issued and rates made, and is performing about the same duties as formerly, though not so openly.

There is to be a new road in Texas, and it will run from Sabine Pass to Bonham, via Palestine, Athens, Canton and Greenville, and will be 300 miles long. With the completion of the Sabine Pass ship canal, it will make this point quite a terminal for exporting from this southwestern territory.

December 15 Kansas City elevator owners announced that they would refuse to pay any switching charges on grain delivered on their tracks. If the railroads do not absorb this charge, and the shippers refuse to pay it, the result will be that this amount will be deducted from shipments of the country shippers.

A new traffic arrangement recently went into effect between the Winona & Western and the C. M. & St. P. whereby the joint tariff between the Winona & Western and the Northwestern and the Burlington have been abolished. Now all the Chicago business over the Winona & Western goes via the Milwaukee.

The B. & O. recently issued orders to refuse the present shipment of grain from Parkersburg, O., to points east on its line. The road was blocked with loaded grain cars from Parkersburg to Locust Point, while at the latter place the elevators were crowded to overflowing, and in addition there were 1,500 loaded cars in the yard.

The Wabash has made the following revision of its switching tariffs at Chicago: A charge of \$2 will be assessed on carload freight arriving via the Wabash, reconsigned to connecting lines. This includes delivery via the Belt, the Chicago Junction railway, and via joint and foreign tracks, with Wabash engines, excepting the Air Line.

A new grain tariff has been issued by eastern roads to go into effect January 2, which gives East St. Louis the same rate as Chicago on grain shipments for export, originating west of the Mississippi river. The rates are as follows. On corn for export, 15 cents per 100 pounds to New York, Boston and Portland; 13 cents per 100 pounds to Philadelphia and Montreal; 12 cents per 100 pounds to Baltimore, Norfolk and Newport News; on other grain and grain products, 17½ cents per 100 pounds to New York, Boston and Portland; 15½ cents per 100 pounds to Philadelphia and Montreal; 14½ cents per 100 pounds to Baltimore, Norfolk and Newport News. This new tariff is made

to meet the gulf competition, and wipes out all differentials heretofore existing from Chicago.

SUITS AND DECISIONS

It was recently decided in the court of appeals at Kansas City, Mo., that a conversation over the telephone may be taken as evidence in a law suit.

In the United States district court at Chicago, William R. Henning and Thomas Gibson were found guilty of operating a bucket shop, and sentenced to nine months' imprisonment and a fine of \$500.

The appeal in the case at St. Paul, Minn., of the Railroad and Warehouse Commission against the Cargill Elevator Co., has been dismissed until the spring term of court. The case is to determine if the commission has authority over a warehouse on railroad right of way even when it handles no grain except that owned by the operators.

E. F. Osborne, of Minneapolis, Minn., has filed an amended complaint in his suit against the Short Risk Grain Indemnity Co., in which he states that he is the owner of all the stock of the company, and that the defendants refuse to turn it over to him. This being the case, he claims that he is entitled to the money which he drew out of the business, and which the defendants attempted to recover by suit.

Paddock, Hodge & Co., of Toledo, O., have filed their answer in the suit brought by Margaretta Carr, to recover \$10,000 damages, caused by the death of her husband in the recent fire following the dust explosion in the Union elevator at Toledo. Defendants state that before any action was commenced by Mrs. Carr they paid to her, as widow and sole heir of the deceased, \$500, which she received in full settlement, release and discharge of the alleged cause of action set forth in the petition.

The case of the McFarlin Grain Co., of Des Moines, Ia., v. the Valley National Bank has been stricken from the docket and will be settled out of court. The stipulation of settlement recorded did not contain the terms. It seems that a bookkeeper employed by the McFarlin Grain Co. forged a check and the bank cashed it. The amount was charged off against the company's account by the bank. The McFarlin company demanded that the bank should stand the loss. No adjustment could be effected and suit was commenced.

In the suit of the Schreiner-Flack Grain Co., of St. Louis, Mo., through its agent, C. W. Cockrell, at Omaha, Neb., v. Joseph A. Connor, to recover \$650 on a purchase of fifty cars of No. 2 white corn, bought in February last for delivery in May, the county court rendered a judgment of \$650 in favor of the plaintiff. Connor contended that the contract was void because unlawful. The court held that a purchase of corn at a certain price per bushel, made in good faith, to be delivered in the future, is not an illegal or gambling contract.

The Grain Dealers Journal costs but \$1 per year. You can not afford to be without it.

BOOKS RECEIVED.

TABLE OF LEGAL WEIGHTS, per bushel, is the title of a volume of tables recently compiled by A. L. Fraser, Yonkers, N. Y. This book shows the legal weights in pounds per bushel of agricultural and mineral products, etc., as provided by the statutes of the various states and territories of the United States and of the Dominion of Canada. It has been compiled from data obtained from official sources. This book is well bound in a strong linen cover; the figures to indicate the weights are printed in dark-faced type. The table is correct and up to date; the price is 50 cents. Copies can be had by addressing the publisher. Mr. Fraser is also the author of a work entitled "Rules and Regulations Governing Freight Traffic." This book is a manual of practical information for freight agents and all classes of people engaged in or in any way connected with freight transportation. This is a 200-page book, well bound in cloth; price \$2.

BUSHEL VALUES is the title of a set of tables compiled to show the cost of bushels and pounds of grain. This book shows the user how much a certain number of bushels and pounds amounts to at any price per bushel from fifteen cents to one dollar and four cents. For example, any one wishing to find how much 78 bushels 18 pounds of corn amount to at 39 cents a bushel with these tables would turn to the page which contained the price per bushel, or in this case to the page containing 39 cents and under the column marked 39 in black-faced type and opposite the red-faced type, 70 and 8, would find \$30.42, this being the value of the 78 bushels at 39 cents. On the opposite page in the pound table of 56 pounds to the bushel, under the column marked 39 in black-faced type and opposite the red-faced type, 10 and 8, you find 12, which is the value of the 18 pounds of corn at 39 cents per bushel. This added to the \$30.42 makes the value of the corn \$30.54. These tables are well printed in black and red ink with heavy faced type on good paper, and bound in a heavy paper cover. Copies can be had by addressing Grain Dealers Company, Chicago. Price 50 cents.

NEW ENGLAND.

The Fitchburg Railway Co.'s elevator, Hoosac B., at Boston, Mass., is being equipped with a complete dust collecting system.

William E. Terry, of Bridgeport, Conn., was recently appointed trustee, under the new United States law, of the estate of Frederick Burr, of Plattsville. Mr. Terry is the largest creditor.

The grain store of Metcalf & Son, at Franklin, Mass., was destroyed by fire December 11, and a large amount of grain destroyed. There was no insurance on either the grain or building.

NEW YORK.

The Scotch Elevator Co. was recently incorporated at New York, N. Y., with a capital of \$50,000.

Belden & Co.'s warehouse and 700 bushels of grain at Dansville, N. Y., were destroyed by fire Dec. 13.

From the opening of navigation to

Dec. 15 the grain receipts at Buffalo, N. Y., amounted to 220,000,000 bushels.

The grain blockade at Buffalo, N. Y., is unprecedented. Vessels carrying 9,000,000 bushels are waiting to be unloaded, while the elevators contain 8,000,000 bushels.

Jefferson J. Deming, of Hoosick, N. Y., has purchased the feed and grain business of the late Elon Percy. Mr. Deming was in the employ of Mr. Percy for sixteen years.

OHIO.

Ned Perrill is now in charge of Herr's elevator at Reese's Station, O.

Hunter's elevator at Mechanicsburg, O., was destroyed by fire Dec. 14. The origin of the fire is not known.

H. Hall, of Plain City, O., and C. C. Taggart, of West Canaan, have bought Killbury's elevator at West Jefferson.

Richard Risser, of Vaughnsville, Ohio, has completed his elevator at Rimer. This elevator is equipped with two dumps and modern machinery for handling of grain. R. A. Deken will have charge of it.

The fire loss on the Union Elevator at Toledo, O., was placed at \$105,000 by the board of appraisers. The owners of the elevator are dissatisfied and say they expected to receive the full amount of the insurance, \$136,000.

Paddock, Hodge & Co., of Toledo, O., have incorporated, with a capital stock of \$25,000, to engage in the grain business. The incorporators are Fred O. Paddock, Jas. Hodge, Arthur L. Mills, A. W. Buntz and C. S. McHenry.

The Union Elevator Company, of Toledo, O., will build a new elevator at Toledo, to take the place of the one recently burned. The new building will have a capacity of nearly 1,000,000 bushels and will be first-class and modern in every respect. That it will have a complete dust collecting equipment is certain.

W. W. Miller, Secretary of the Department of Agriculture of the state of Ohio, in his official crop report for Dec. 1, gives the condition of wheat compared with an average 100 per cent, crop of 1898 sold as soon as threshed 31 per cent, damage to growing crop by Hessian fly 4 per cent, damage to growing crop by white grub worm 2 per cent. Corn estimated acres for 1898, 2,954,564 acres, estimated average yield per acre 38 bushels, total estimated product for 1898, 111,354,701 bushels, cut up for fodder 83 per cent, put into silo 3 per cent, average date of cribbing began Oct 13. Clover acres sown in 1897 for seed 14 per cent, average yield of seed per acre 1½ bushels. Wheat condition is estimated at 100 per cent, compared with a fair average. This is a decline of two points as compared with the estimate of November 1, and is occasioned, no doubt by the damage of fly and grub worm, which are very generally reported as having been at work on the plant. Wheat was sown under favorable conditions, but was attacked by fly and grub. In some localities the ravages have been more severe than in others, and in the more severely attacked fields there are yellow and apparently dead patches. With this exception, the wheat goes into winter in good condition, and the damage reported from fly and grub may, under favorable conditions, be overcome. The area planted to corn was about the same in amount

as that of 1897, perhaps a slight increase, but the product for the State is considerably greater, averaging 38 bushels per acre against about 34 bushels last year, and while the yield has not been extra large in some limited sections, the total yield is among the largest for the State, excelling last year by several millions of bushels, and as compared with a series of years being next in importance to the great crop of 1896. The quality of the crop is not all prime. There was considerable affected by mold and rot, and consequently not fit for cribbing. The culled corn is being fed. The clover seed crop was very light. Only a small amount was cut for seed. In many instances threshing was discontinued when found the yield was so small and the quality of seed so poor.

MICHIGAN.

A new elevator will be built at Fergus, Mich.

A new elevator will be built at Coloma, Mich.

W. C. Westley has purchased O. D. Vendebogert's elevator at Six Lakes, Mich.

J. O. Toft's new elevator at Webberville, Mich., was completed and opened Dec. 15.

The Rhode Grain Co. will build a large elevator at Niles, Mich., in the spring.

Frank Brothwell has purchased a half interest in the grain business of Mr. Kerr, at Blaine, Mich.

C. Towsley and A. K. Zinn, of Galesburg, Mich., will erect an elevator at that place in the near future.

Business men of Watervliet, Mich., are agitating the building of a new elevator to replace the one burned.

When you contemplate the erection of a new elevator or any improvements you will confer a favor by sending us a notice of same.

The official crop report of Michigan for Dec. 1 states that the past six weeks have been very favorable to wheat, the condition of which is 100 per cent. The crop had made an unusual fall growth, but was looking yellow when snow came.

The Rockafellow Grain Co., Ltd., of Carson City, Mich., is thinking of installing a gasoline engine in one of its elevators in the spring. At present two of its elevators are operated by an electric lighting plant from the same boiler.

WISCONSIN.

P. F. McGuire is now buying grain for the Northern Grain Co., at Janesville, Wis.

It is reported that an elevator and malt house will be built at Burlington, Wis.

The Great Northern Ry. Co. will build a 3,000,000-bushel steel tank elevator at West Superior, Wis., in the spring.

The Northern Grain Co.'s elevator B, at Manitowoc, Wis., is completed and ready for business. It has a capacity of 1,000,000 bushels.

Spencer Kellogg, of Buffalo, N. Y., will build a large steel elevator at West Superior, Wis. This elevator will be operated by electricity and have a capacity of 1,000,000 bushels.

F. S. Ilsley, of Milwaukee, Wis., for many years a grain and stock commission merchant, died Dec. 16. The cause

of his death was heart disease, from which he had suffered several years.

Dec. 12 the grain receipts at Milwaukee, Wis., were 714 cars, the largest for a long time.

The Sharon Land Co., of Castleton, N. D., will erect a large cleaning elevator at West Superior, Wis., in the spring. The contract has been let.

MINNESOTA.

C. J. Stock, a prominent grain buyer of Marshall, Minn., died December 7.

A side track has been put in by the M. & St. L. railroad at Arena, Minn.

Louie Niedere has bought the Gardner & Meloy elevator at Hastings, Minn.

A 1,000,000 bushel elevator will be erected by a Duluth and Minneapolis firm at Duluth, Minn.

The Consolidated Elevator Company is about to add some improvements to one of its elevators at Duluth, Minn.

The Farmers' Elevator Company, of Sanborn, Minn., will erect an elevator after January 1. The location has been selected and secured.

A loss of \$63,000 was sustained on the storage house of the Schlitz Brewing Company, at Duluth, Minn., recently. Fire was the cause of the loss.

The two elevators at Lafayette, Minn., were very busy during the first week in December taking in wheat. The P. V. elevator took in 1,000 bushels in one day.

A circular steel elevator is being built at Faribault, Minn. Twenty-five men are at work on the building. It is being built by the Sheffield Milling Company.

Leonard Von Eschen has accepted a position as manager of the Geier Bros.' elevator at Big Stone City, Minn. The position was formerly filled by William Miller.

The Farmers' elevator at Halsted, Minn., and the elevator at Shelly, Minn., have been fighting for supremacy this fall, and have been paying more for grain than the market warranted.

The receipts of wheat at Duluth, Minn., for this crop have been 50,000,000 bushels. This is a larger number of bushels than has ever been received at any other primary market in four months.

Over 1,000,000 bushels of wheat have been sold at Superior, Wis., for all-rail shipment to New York in December and January. Considerable grain is moving east from Minnesota points on account of the 17-cent rate made by the railroads to New York.

Nine-tenths of the wheat grown in the vicinity of Graceville, Minn., has been marketed, and, although the acreage is the same, more wheat has been purchased than during the entire season last year. Flax as well as wheat in that vicinity is of excellent quality, and graded No. 1.

The Farmers' elevator of Zumbrota, Minn., took in more grain on December 2 than on any other previous day, the receipts on that day being 5,000 bushels. During the first ten days in the month the receipts at that elevator amounted to over 18,000 bushels, and 59 carloads were bought and shipped.

Receipts of wheat at Duluth, Minn., have fallen off to a considerable degree

since the close of navigation. This is owing to the fact that Minneapolis is paying a high cash price for wheat, and country elevators are storing large quantities anticipating that it will command a high price in the spring.

The new elevator of Bingham Bros., at Lake Benton, Minn., is rapidly nearing completion. When it is finished Lake Benton will have five elevators. The old elevator of Bingham Bros., which sustained considerable damage from fire a short time ago, and which was purchased by Henry Enke, will be removed to a new site and repaired for use.

The merchants at Little Falls, Minn., seem determined to make the grain buyers at that place comply with their wishes or do without them. They claim that the buyers do not offer big enough prices for grain and that unless better prices are offered they will build a warehouse of their own. They propose to make up subscriptions as a means of securing funds for the erection of the plant.

All-rail shipments of wheat from Duluth to the seaboard have commenced and it is estimated that 2,000,000 bushels may be shipped this way before spring. A consignment of wheat from Winnipeg, Man., to Liverpool via New York was bonded at the custom house in Minneapolis December 17. The expectations are that 150 cars of bonded wheat will be shipped from Minneapolis before the end of the month.

Grain men who have been shipping grain to Duluth, especially by way of the Northern Pacific Railway, have for some time past suffered from shortages. It was suspected that some crooked work was going on and Agent Baker, of the Northern Pacific, was sent to investigate the matter. He made an interesting discovery. It was found that employees of the road were implicated in the affair. Men and boys had paid the employees for the privilege of sweeping grain from the cars which had been left when they were unloaded, and in many cases four or five bushels were left in a car. By this scheme many of the employees of the road made from \$15 to \$20 a day. One man sent three carloads of these sweepings to a cleaning elevator, so that this affair was conducted on a large scale. Several arrests have been made by Mr. Baker.

The report of Chief Grain Inspector A. C. Clausen, of the Minnesota Grain Inspection Department, shows that the amount of grain handled in Minnesota during the year was greater than any other year except two. The area devoted to the crops was also greater than ever before. There are in the state 1,200 warehouses. The amount of wheat inspected "on arrival" was 167,104 cars; corn, 14,123; oats, 15,781; rye, 4,746; barley, 6,573; flaxseed, 11,414 cars. The total amount of cars inspected being 219,741. Although a fee of but 15 cents is charged for inspecting a car in Minnesota, the lowest fee charged by any state in the Union, an advance is not recommended by the chief grain inspector. Out of the 219,471 cars inspected, 1,947 were found to be in "bad order." This meant that they were unsealed, had broken seals, doors open, or that they leaked.

Shippers and vesselmen have been busy at Duluth getting out the last

cargoes of the season before the insurance companies demand an increase of three times the usual rate of insurance. Hull insurance expired December 2 and grain insurance December 10. Besides this, the water in the lakes was freezing rapidly and there was danger of not getting the grain snipped by way of the great lakes at all. Among the last steamers to leave were the Crescent City, from the Great Northern elevator; the Maruba, from the Belt elevator, and the Chili, from the Terminal elevators.

A very substantial and modern elevator has been built at Benson, Minn. Most of the shares of the company which owns the elevator are held by farmers. The following is a list of the officers: C. Alsaker, president; Adam Olson, secretary; F. C. Thornton, treasurer. Directors, Andrew Anderson and George Camden. The company has a capital stock of \$10,000. The elevator is 28x30 feet in size, has 40 feet of cribbing and a capacity of 20,000 bushels. The scales and dump are of the most approved pattern, and Fairbanks' hopper shipping scales are to be used. A four-horse power gasoline engine inclosed in a 10x14 brick house and connected with the elevator by shafting is to furnish the power. There is only a four-foot rise to the driveway, thus making it easy to drive on it with a very large load. The building is, on the whole, a very superior one, and is built on a firm foundation.

INDIANA.

If you can't get cars don't kick, but write us.

A new elevator will be built at Waveland, Ind., in the early spring.

A. G. Urmstrom & Sons, of Indianapolis, Ind., have leased their elevator.

A new engine and corn sheller has been installed in the elevator at Carlos City, Ind.

Jerome Glaze, of Hovey, Ind., is building an elevator with a 100,000-bushel capacity at that place.

The old distillery cattle sheds at Calumet Park, Ind., are being used for storing grain, the elevator at that place being full.

T. A. Bryant, who is conducting a grain commission business at Crawfordsville, Ind., says he is not running a bucket shop.

Chester Pearson, of Spiceland, Ind., has sold his interest in the grain business at that place to H. W. Charles, his former partner.

An elevator is being built at Converse, Ind. The model was furnished by the Western Elevator Construction Co., of Conway, Kan.

Banta & Co.'s elevator at Waterman, Ind., is full of grain, and they are having several new cribs built to accommodate any surplus.

The elevator at Earl Park being full, and no cars being available, the surplus grain had to be hauled to Kentland for shipment over the Panhandle.

The grain merchants of the city have been notified by the commissioner of internal revenue that they need not pay the war tax upon boards of trade be-

cause they have offices in the Board of Trade building.—Indianapolis Sentinel.

McCray & Morrison, one day recently, had 50 teams employed hauling grain from Earl Park, Ind., to Kentland.

ILLINOIS.

A new elevator will be built at Ransom, Ill.

O. L. Brining's new elevator at Leroy, Ill., is nearing completion.

C. A. Burks has opened his new 30,000-bushel elevator at Bement, Ill.

Martin and William Currant have purchased an elevator at Indianola, Ill.

A. F. Hamilton, of M'Vey, Ill., has made some repairs on his elevator.

A new wagon dump has been put in at the Rock City, Ill., new elevator.

When you make a change in your firm send us a notice of it for publication.

Readers will confer a favor by sending us the grain trade news of their district.

An addition is being built to Chamberlain & Williams' elevator at Farmer City, Ill.

There is a car famine at Penfield, Ill., and a consequent suspension of the grain business.

In January John Hill, Jr., will resume his former business on the Chicago Board of Trade.

We have room on our subscription list for the names of a few more regular grain dealers.

In a recent issue the Alton (Ill.) Democrat urges the merchants of Alton to build an elevator in that city.

G. S. Scriven has sold his elevator in Colfax, Ill., to J. M. Davidson & Son, who will take possession Jan. 1st.

On Dec. 16 there was an attempt made to blow open the safe of the Farmers' elevator at Wellington, Ill.

Rumor has it that H. H. Carr & Co., of Chicago, will build an elevator at German Valley, Ill., in the near future.

The elevator at Gillum, Ill., has been purchased of its late owner, W. S. Sturgeon by Richard Hall, of Downs, Ill.

B. B. Minor operates the only elevator at Oakwood, Ill. A scoop shovel loader has handled some grain at that point.

The Stanford Grain Co., of Stanford, Ill., held a meeting Dec. 3 and its affairs were reported in first-class condition.

The feed mill at Malta, Ill., is being remodeled into an elevator and warehouse, of which Wm. Blair will have charge.

John Martin, Jr., has taken charge of the elevator at Princeton, Ill., which he had recently purchased of Farrell & Cahill.

Willmeroth & Raabe have secured the contract for installing the dust collecting system in the Armour D elevator at Chicago.

Speer & Haffele, of Dunbarton, Ill., are at present paying the highest market price for grain and are shipping considerable.

There is a car famine at Bellflower, Ill. The grain merchants of that place have a large stock of grain on hand as a consequence.

The Elevator Co., at Chana, Ill., is hauling lumber to its yards at that place and will soon commence the erection of corn cribs.

Tuesday, Dec. 13, the Chicago Board of Trade directors refused to grant the petition to make No. 2 spring wheat deliverable on contracts.

Fryer & Smith are putting an addition on their elevator at San Jose, Ill. A dump for ear corn will be built and a corn sheller installed.

H. W. McFadden, grain merchant at Havana, Ill., was appointed a delegate to the Farmers' Congress at Ft. Worth, Texas, by Governor Tanner.

Two big elevator companies in Illinois report a car famine throughout the state, and a great deal of grain contracted for remains in farmers' hands.

The present condition of the wheat market at Chicago does not warrant warehousemen in storing grain and very little insurance is being placed at present.

The Belt Elevator Co. of Chicago has been incorporated with a capital of \$50,000. The incorporators are T. A. Moran, Jr., Charles R. Holden and William L. Tibbs.

Frank G. Logan, of the Board of Trade firm of F. G. Logan & Co., Chicago, has donated \$35,000 to the Art Institute for the construction of a library.

A. W. Skinner has installed a conveyor in his new elevator at Hudson, Ill. Since the elevator was opened for business 60,000 bushels of grain have been received.

Philip Steiner has purchased the grain elevator at Randolph, Ill., from Mr. Tillberry. Mr. Steiner will act as agent for the Illinois Central Ry., as well as run the elevator.

M. S. Dewey, of Mazon, Ill., and M. R. Walsh, of Campus, Ill., were in Chicago recently. Each reported new corn in bad condition and neither thinks corn will grade No. 3.

The directors of the Chicago Board of Trade at a special meeting recently decided to adjourn the exchange from the usual hour of closing Friday, Dec. 23, until Tuesday, Dec. 27.

It is probable that the low east bound freight rates from Chicago may be advanced and the grain shippers who had hoped to do a very large all-rail business may be disappointed.

W. F. Chandler and J. R. Goodman have pleaded guilty to a charge of keeping a bucket-shop. Mr. Chandler was fined \$500, which he paid. They were indicted with W. H. Henning.

On Dec. 14 John C. Koehn and John Overacker weighed seventy-five loads of shelled corn at John C. Koehn's grain office at Danforth, Ill. This is a good day's record for so small a town.

Mahomet, Ill., is to have another elevator. It is to be built by the Bensons. The lumber for the house is already on the ground. The building of the elevator has been delayed since last summer.

J. W. Radford, with Pope & Eckhardt Co., Chicago, has established quite a reputation recently as a campaign orator in the fight against the incorporation of Morton Park with the town of Grant.

The Middle Division Co.'s elevator at Saunemin, Ill., was burned recently, together with an adjoining oat bin. The buildings were worth \$3,000. They contained 30,000 bushels of grain at the time of the fire.

The dust collecting system of the Peavy elevator, at South Chicago, Ill., was changed by Willmeroth & Raabe recently to enable structural iron work to be placed in position. Two large additions are being made to storage ele-

vator B, which will double the storage capacity of this house.

B. F. Baker, of Delana, Ill., commenced business at his new elevator on Dec. 14, and is waiting for cars to deliver a lot of corn which he has bought.

H. C. Peek Son, at Oregon, Ill., have been very busy lately receiving grain. Besides the prices having advanced the roads are in good condition and the farmers are thereby induced to bring in their grain.

Farmers have been taking more grain to Rock City, Ill., lately than the grain buyers there can handle. In anticipation of the new elevator being in running order 40 loads of grain were brought on Dec. 14 and 15.

The Neola Elevator Co., of Chicago, has certified to an enlargement of object and in future will deal in merchandise of all kinds, including live stock, as well as conduct the business of storing and warehousing grain.

R. J. Laughrey & Co., a Chicago Board of Trade firm which has been operating a system of country offices in Illinois closed up all these country offices Dec. 9, and gave it as their reason that the country business was not profitable.

The Randolph Milling Co. has been incorporated at East St. Louis, Ill., with a capital stock of \$12,000. The incorporators are Conrad Becker, H. D. Sexton and James F. Galvin. The company will operate elevators as well as flour mills.

Corn is at present bringing high prices at Easton, Ill., and the merchants of that place are experiencing a boom in business. McFadden & Co., during the week of Dec. 4-10, bought 41,000 bushels of corn through their agent, H. F. Henninger.

L. Breedlove, of McDowell, Ill., wants the Middle Division Elevator Co., at that place, to remove the driveways of their elevator. He has built a house across the road from the elevator and that place, to remove the driveway of his house endangers his structure.

R. S. Critchell, George M. Lyon and H. W. Marsh, who composed the salvage committee on the Armour elevator "D," have reported an additional salvage on flax in the elevator and checks covering this were sent to the different companies as a final settlement of the matter.

Broom-corn was cornered recently at Charleston, Ill., by Wright & Chilton and Marshall & Wheatly, of Charleston and Wm. Checkley, of Mattoon; Thomas Lyons, of Arcola, and Charles Ashmore, of Oakland buying all of it in sight. The price reached \$100 per ton.

The grain elevator, at North Henderson, Ill., owned by W. A. Fraser, of Galesburg, Ill., and L. B. De Forrest, of North Henderson, was burned on Dec. 13. The elevator had a capacity of 30,000 bushels and at the time of the fire contained 10,000 bushels of oats which were consumed.

The closing arguments of the case of Nical against Ames, involving the constitutionality of the tax on Board of Trade transactions took place on Dec. 14. Mr. Carlisle argued that the same objections could be brought to bear upon it as upon the income tax and he also stated that if the present mode of taxation was carried on all popular commercial and industrial facilities

would be made to contribute for the support of the government.

Arthur Stuckey, grain buyer at Wing, Ill., sustained a fracture of his left ankle recently while unloading grain, together with M. Kahm, a farmer, whose wagon they were unloading. The horses hitched to the wagon were frightened and ran away throwing the occupants of the wagon to the ground.

For a consideration of \$6,500 the elevator belonging to Andrews Bros., at Metamora, Ill., was sold to Joseph R. Wagner, together with J. W. Andrews' residence. Mr. Wagner took possession immediately after the sale was effected, and has since entered into partnership with John and Lawrence Heintzman.

George S. McReynolds, who for some years has been connected with the firm of Carrington, Hannah & Co., has announced that on the first of the year he will start in business for himself under the firm name of McReynolds & Co., with offices in the Western Union bldg. This firm will do a grain commission and shipping business.

F. M. Shaw, superintendent of Armour's Elevator "C," at Chicago, recently conducted a test run with Cornwall's New Method Oat Clipper. The test resulted in 33,070 pounds of 30-pound oats being run through the clipper in 55 minutes. The product was 32,340 pounds of clipped oats weighing 38 pounds to the bushel. The wastage was 730 pounds.

The elevator at Edgar, Ill., which was built last summer was burned Dec. 10 with all its contents. The elevator belonged to Wasson & Fry and they carried no insurance whatever on it. The loss will amount to about \$5,000. Dawson & Boatman had about 3,000 bushels of corn stored in the building at the time of the fire. The fire was started in the dust room and made very rapid headway.

H. H. Carr & Co., the well-known grain commission firm of Chicago, which has made a specialty of handling the grain shipments of irregular dealers has moved into smaller offices. Can it be the experience of this firm bears out the opinion of other dealers and receivers that the handling of grain shipped by irresponsible parties, persons who have no investment, is an unprofitable business?

Wm. Hasenwinkle has greatly improved his shipping facilities at his elevator in Hudson, Ill., by equipping it with an up to date car loader. By means of this loader grain is distributed evenly over the car when loaded into it, thus dispensing with the services of a man to shovel the grain back through the car. Mr. Hasenwinkle did a good business during the month of November, taking in during that period 100,000 bushels of grain.

A system of steel storage tanks on a comparatively new plan has recently been completed for the American Malting Company at 13th St. and Talman Ave., Chicago, by the McDonald Engineering Co. The plant consists of 37 tanks, joined together so that the walls of each form parts of other tanks or bins. The plant consists of eleven large cylindrical bins 19 feet in diameter, each having a capacity of 10,800 bushels. Two smaller bins have a capacity of 5,000 bushels each and 24 small bins or tanks have a capacity of 1,200 to 1,500 bushels each. This nest of tanks is located

on the west side of the Malting Co.'s operating house and is operated in conjunction with three large 40 feet tanks, which stand on the opposite side of the cleaning or operating house. The nest of tanks is 60 feet high, has 2 belt conveyors underneath and one belt conveyor running in Texas above the bins, so that grain can be sent direct to any one of the 37 bins by means of a traveling distributing spout which receives the grain from the automatic tripper. The purpose of this construction is to secure the advantage of small and medium capacity bins.

IOWA.

Luton, Ia., has a new elevator.

A new elevator has been built at Sloan, Ia.

Mr. Carr is building a new elevator at Carrville, Ia.

It is reported that a new elevator will be built at Williams, Ia.

A feed mill will be added to the creamery at Meservey, Ia.

Grain trade news items are always welcome. Let us hear from you.

X. Boitscha, a grain dealer at Nichols, Ia., died recently of typhoid fever.

The construction of O'Neill's large grain elevator at Wesley, Ia., is under way.

J. O. Thorngren has bought the elevator at Pilot Mound, Ia., from Mrs. Smith.

The C., M. & St. P. road will erect an elevator at Oneida, Ia., in the near future.

D. L. Power is buying corn for Carrington, Hannah & Co., of Chicago, at Newell, Ia.

Felthouse Bros., of Mason City, Ia., have purchased the Sylvester elevator at Alexander.

The work of erecting the Northwestern Iowa Grain Co.'s elevator at Titonka, Ia., has commenced.

Madison, Ia., has now three elevators. One has just been completed which has a capacity of 20,000 bushels.

A large force of men is rapidly rebuilding P. M. Ingold's elevator at Spencer, Ia., which was recently burned.

The only regular grain dealers at Pierson, Ia., are Wm. Southall & Sons, Pearson & Hayton and Northern Grain Co.

Wightman & Son, of Holmes, Ia., are building two additions to their elevators, a corn crib and a large storage bin for oats.

C. E. Chaney, who buys some grain at James, Ia., is having his scales changed so that he can weigh from his office in the depot.

The Spencer Grain Co., of Spencer, Ia., writes that it has had no experience with gasoline engines, the power used by it being steam.

It is again reported that a large elevator will be built at Des Moines, Ia., by the Des Moines Elevator Co., at a cost of \$50,000.

M. Crall & Sons, of Burchinal, Ia., have built an addition to their elevator and installed an 8 h. p. gasoline engine and a corn sheller.

The firm of R. J. Laughery & Co., commission merchants of Chicago, have been operating a branch office at Marshalltown, Ia. This office was recently closed.

The only regular grain dealers at Nevada, Ia., are R. A. Frazier and O. L.

Dunkelbarger. Each has recently joined the Grain Dealers' National Association.

James A. Smith, of Spirit Lake, Ia., has purchased the Barron elevator at that place and will operate it in connection with his lumber and coal business. Mr. Knowles will be the manager.

The contract for the cleaning machinery for the Peavey elevator at Council Bluffs, Ia., has been given to the Huntley Mfg. Co., of Silver Creek, N. Y., for the elevating machinery, pulleys, shafting, etc., to the Rice Machinery Co., of Chicago. The power for driving this machinery will be furnished by a Hamilton-Corliss engine.

M. W. Lee, of Dunlap, Ia., writes us that he has sold a half interest in his elevator to Ed. Lehan, and that the business in the future will be conducted under the firm name of Lee & Lehan. They will erect a 75-barrel flouring mill and run same in connection with their elevators. For some time past Mr. Lee has always had choice milling wheat on hand and the firm will continue this feature of the business.

The grain warehouse at Whittemore, Ia., owned by P. B. Mann & Co., and operated by the Minnesota & Western Grain Co., was completely destroyed by fire Dec. 14. It contained 600 bushels of grain which were burned. The adjacent warehouse, containing 11,000 bushels of wheat and owned by the Hunting Elevator Co. also caught fire and burned. The loss is about \$6,000 covered by insurance. The origin of the fire is not known.

Webster county, Iowa, is obtaining wonderful results in raising corn from seed purchased in Indiana. The Ft. Dodge (Ia.) Chronicle states that some of the stalks look like young saplings. Each stalk has from four to five ears and some of the ears so high upon the stalk that it is impossible for a man to reach them. It estimates that it will yield 200 bushels per acre. We would like to hear from other Iowa counters, however, we want facts.

NEBRASKA.

Send us the grain trade news items of your district.

Noel Melbourne, Trenton, Neb., will have charge of the grain business of his father at that place.

The new elevator at Madison, Neb., is now completed and receiving grain. This elevator has a capacity of 20,000 bushels.

The State Department of Agriculture of Nebraska reports that wheat sown in that state this fall is ten per cent greater than ever before.

The grain business at Douglas, Neb., has grown to such an extent that the one elevator there is not able to handle all the grain received, consequently another elevator will be built there immediately. The ground where the elevator is to stand has been staked out.

Pierson D. Smith's new elevator at St. Edwards, Neb., was destroyed by fire December 15. The fire was supposed to have started by spontaneous combustion. At the time of the fire the elevator contained over 8,000 bushels of wheat, which was destroyed. The elevator and contents were insured for \$5,000.

KANSAS.

Thomas Lockwood, a grain merchant of Independence, Kan., died recently.

W. T. Waters and F. Kral, of Beattie, Kan., have entered the grain business at that place.

An office is being erected by the Light Grain Co., at its weighing scales at Salina, Kan.

The Kansas Grain Co. is preparing to make some improvements in its elevator at Hutchinson, Kan.

A. Work & Co., of Ellsworth, Kan., write that they have had no experience with gasoline engines.

The Farmers Mill & Elevator Co. of Ellinwood, Kan., is talking to build an elevator of 20,000 bushels capacity.

The wheat in the fields in the vicinity of Sterling, Kan., has been generally benefited by four inches of snow, which fell on December 11.

The annual meeting of the Kansas Grain Dealers' Association will be held in Topeka, Kan., on January 10-11. Every regular dealer should join.

Elevators are now being built at Perth, Kan., and at Salina, Kan., on plans of model elevator furnished by the Western Elevator Construction Co., of Conway, Kan.

An elevator has been built recently at Ellis, Kan., and also one at Ashville, Kan., after models furnished by the Western Elevator Construction Co., of Conway, Kan.

H. L. Strong of Coffeyville, Kan., has resigned his position as chairman of the Kansas Grain Dealers Association Check Bureau Committee, and L. Cortelyou has been appointed to succeed him.

The Farmers' Mill and Elevator Co., of Great Bend, Kan., at a meeting recently decided to build a 20,000 bushel elevator at Great Bend, Kan. The work on the building will be commenced at once.

Governor-Elect Stanley of Kansas and Charles G. Conn, of Wichita, Kan., are determined that the corn exhibit at the international exposition at Paris shall be given great prominence. Corn in all its conditions will be exhibited and cooked products served.

W. H. Calloway, of the Greenleaf-Baker Co., has completed an addition to his elevator at Lenora, Kan., and also a new corn crib. The addition to his elevator holds 5,000 bushels and his new corn crib gives him a storage capacity of 50,000 bushels. During the week ending December 10 Mr. Calloway bought ten carloads of grain.

N. Salisbury, of Hiawatha, Kan., writes us: "In looking over the Journal of November 25 I find under the Kansas notes that Marcell & Co. are building a grain house at Robinson, Kan. They are the worst kind of scalpers. All the house they are building is a small bin. The firm is composed of cashier and assistant in the Highland bank."

F. D. Coburn, Secretary of the State Board of Agriculture of Kansas, has issued a hanger giving Kansas farm products and values in 1898. The statement shows an increase of \$34,741,602 over last year. The value of farm products is given as \$151,923,823, and of live stock \$113,227,933, making a total of \$265,151,756. The following is given as the amount of each kind of grain produced in 1898: Winter and spring wheat, 60,790,661 bushels; corn, 126,999,-

132; oats, 21,702,537; rye, 2,153,050; barley, 2,771,514; buckwheat, 7,217; castor beans, 68,679; flax, 1,598,539; broom corn, 13,411,600 pounds.

Moses' grain elevator at Great Bend, Kan., caught fire on the morning of Dec. 19 and burned in spite of efforts to save it. It contained 25,000 bushels of grain, some of which can be sold as salvage. The building and machinery were valued at \$20,000. The insurance on the building is \$5,000, and \$6,000 on the grain. A car of the Santa Fe loaded with grain was burned.

MISSOURI.

The car famine at St. Louis, Mo., still continues.

Newton Jeans, of Clarksville, Mo., has moved to Nevada, where he will enter the grain and feed business.

Adolphus W. Busch, a grain dealer of Copenhagen, Denmark, was a recent visitor on the St. Louis, Mo., exchange.

The Dawson elevator at Burlington Junction, Mo., was sold recently to a Kansas City man. C. A. Adams will manage it.

The members of the Kansas City Board of Trade voted recently to prohibit its members sending "paid" telegrams to country grain shippers.

The Kansas City market is to have a market report supported by forty receivers. Many of the receivers will discontinue their private market reports.

S. P. Broughton, state grain inspector at St. Joseph, Mo., visited New Orleans, Port Arthur and Galveston recently to compare the grading at those ports with Missouri inspection.

William I. Orthwein, a member of the firm of Chas. F. Orthwein & Sons of St. Louis, Mo., recently signed a check for \$2,280,000. This check, with one exception, was the largest ever signed in St. Louis.

The Kansas City, Mo., Hay Dealers' Association has elected officers for the ensuing year, as follows: President, R. C. Menefee; vice president, E. R. Boynton; secretary, J. B. Woolsey; treasurer, B. Sheldon.

Charles H. Schilling, of the C. H. Schilling & Son, wholesale feed dealers of Kansas City, Mo., and member of the Board of Trade, died at his home in that city on the morning of Dec. 12, aged 67 years. The Board of Trade adopted resolutions of respect and the members attended the funeral.

John Kelley, of Leavenworth, Kan., is talking of erecting a bonded grain warehouse at Kansas City, Mo., where the identity of all grain received would be preserved and the same grain delivered when the owner called for it. At present it is his intention to build a 500,000 bushel plant.

The contract for the disposal of the entire output of dried grain, malt sprouts, barley screenings, skimmings and other feed products from the Anheuser-Busch Brewing Co. was awarded to F. W. Gorke & Co., of St. Louis, Mo. The contract heretofore for this product has gone to European firms.

On Dec. 12 the Kansas City, Mo., Board of Trade voted to facilitate the trade in futures by allowing sellers to tender warehouse receipts for grain instead of certificates of wheat in cars. In order to make the warehouse certificates acceptable it is necessary that the elevator issuing them be authorized to do so by the Board. This will encourage the speculation in options.

TEXAS.

Texas dealers will confer a favor by sending us grain trade news items.

Texas roads now have in force a rate of 15 cents on export corn to Galveston from Texas common points.

J. O. Caruthers, of Ogden & Caruthers, Kopperl, Tex.—We will ship 30 cars of corn, 200 cars of oats and 3 or 4 cars of wheat this year.

During the month of November 42 vessels cleared from the port of Galveston, Tex., carrying 2,364,898 bushels of wheat and 689,837 bushels of corn.

W. T. Herrick, of Whitney, Tex., who has three warehouses at that place, says we ship corn in 2½-bushel jute sacks, oats in 5-bushel jute sacks, and wheat in bulk.

Join the Texas Grain Dealers' Association and thereby help to bear the expense of relieving the members of the grain trade of the burdens which encumber their business.

Plano, Tex., claims to be the largest primary grain market of the South. Over 2,000 cars of grain will be shipped from that station from July 1 to June 30, 1899. Can any other station beat this record?

A. A. McNeill, of Valley Mills, Tex., says: For two years we have bought corn from Kansas; this year we are selling a carload a day. Our corn crop was the best both in quantity and quality we have ever had.

W. W. Major, Midlothian, Tex., shipped 263 cars of corn from July 1 to Dec. 4, this year. His grain business is increasing so rapidly that he will build a 60,000-bushel elevator next month to enable him to care for it.

Midlothian, Tex., has but five grain buyers now, two of the firms engaged in the business there became tired and quit. Over 50,000 bushels of wheat, 200 cars of oats and 200 cars of corn have already been shipped from that station this year.

J. P. Harrison, president of the Texas Grain Dealers Association, writes: Rates are still in a very unsettled condition here, but we are hoping for relief in a few days, as the railroad people and the state commission are holding a joint meeting in Austin.

W. R. Fields, of Howe, Tex.—Howe dealers have bought 750,000 bushels of oats since July 1 and about 100,000 bushels more will be brought to market. We have 300,000 bushels of oats in store. Howe dealers will ship 350,000 bushels of corn and 75,000 bushels of wheat this crop year.

J. T. Stark, of Plano, Tex., says 2,000 cars of grain will be shipped from Plano this season, which will enable it to establish its claim to being the largest grain shipping point of the South. Mr. Stark has shipped 500 cars of wheat and 125,000 bushels of corn this season, he expects to ship 1,000 cars of corn ere the close of the season. Since Sept. 20th he has kept his sheller running day and night, handling about 2,500 bushels a day.

Pittman & Harrison, of Sherman, Tex., handle 1,500 to 2,500 cars of Texas Red Rust Proof oats each season. They ship them in 5-bushel jute sacks to Alabama and Georgia parties for seed. They also ship to many Texas points and this year they have shipped oats to both Atlantic and Pacific coasts. Texas dealers have shipped at least 250 cars of oats

to California this season. Some have been shipped to Arizona and New Mexico also. This is a new trade, but quite welcome. One day recently Pittman & Harrison shipped oats to Los Angeles, Calif., and to Raleigh, N. C.

Cotton brokers seem to delight in making heaps of trouble for the regular grain dealers of Texas, when the cotton is all marketed and they have no business of their own to attend to. But the Texas dealers are awake, they have a clear conception of their own rights and are after the cotton brokers with a rod.

SOUTHWEST.

The new 3,000 bushel elevator at Seward, Okla., is ready to receive grain.

The new 5,000 bushel elevator at Norman, Okla., is nearly completed. Steam power will be used.

The Acers Commission Co. has been incorporated with Rolla C. Hukell, Walter H. Acers and Austran E. Acers as incorporators. Their headquarters will be at Victor, Col. The capital stock is \$10,000.

W. F. Warren, of Berwyn, I. T., says that wheat and oats were so badly damaged by rain that they will ship little this season, but will ship about 75 cars of corn. They would have shipped 50 cars of oats if rain had not spoiled the grain.

The elevators at New Orleans, La., have been working steadily all the season and recently the Illinois Central railroad has been making improvements on the wharfage and levees around their facilities. It is reported that the company will build another elevator.

J. R. Pennington, of Ardmore, I. T., says about 130 cars of oats, 50 cars of corn and 20 cars of wheat are shipped from Ardmore annually. Most of the corn marketed is taken by local feeders. We have never had so much corn on hand as at present. The yield of oats this season was 35 to 40 bushels of oats weighing 18 to 30 pounds to the bushel.

SOUTHEAST.

The grain elevator at Charleston, W. Va., burned Nov. 9. The loss is \$10,000, with \$6,000 insurance.

Each season the farmers of Georgia, Alabama and the Southeastern states buy new seed oats and cut and feed the oats in the sheaf early in the spring.

The Carter-Hays Elevator Co. has filed articles of incorporation, with a capital stock of \$5,000. The incorporators are L. D. Carter, E. W. Hays and H. C. Hays. They will operate at Louisville, Ky.

According to the Nashville, Tenn., Banner the rains of October and November have prevented the sowing of the usual wheat acreage in Tennessee, and consequently the next harvest will be reduced. Many fertilizers purchased to be used on the wheat crop will be utilized on the corn and tobacco next spring.

The railroads are not furnishing enough cars to supply the wants of grain shippers at Lynnville, Tenn., and besides the warehouses there being full of corn every barn and many stables in the place are turned into temporary warehouses. The amount stored there awaiting delivery is four or five thousand barrels.

C. E. Clifton and Warrington G. Smith have formed a copartnership for the purpose of conducting the business of

millers and grain brokers at Baltimore, Md., Washington, D. C., and Alexandria. The firm will be known as C. E. Clifton & Co., and will succeed the firm of P. H. Hill & Co., which has been dissolved by limitation and mutual consent.

PACIFIC COAST.

The recent rains in Southern California assure a large acreage of grain for this season.

J. Morgan Gorgan, a prominent grain man of Port Costa, Cal., died recently in San Francisco, aged 62 years.

For the past month Portland, Ore., has stood foremost as a grain exporter among all the cities on the Pacific coast.

What is said to be the largest single wheat field in California, is now being planted. It covers over 25,000 acres, or 40 square miles. This field of grain is located on the banks of the San Joaquin river, in Madera county.

There is some talk of organizing a grain exchange in Tacoma, Wash. If this organization is effected it will have its headquarters in the Chamber of Commerce building, where during certain hours each day the members can assemble and meet their customers.

There are 40,000,000 grain bags used on the Pacific coast annually. Of this number 35,000,000 are made of jute sacking imported from Calcutta, on which there is a duty amounting to one half a cent a sack. The majority of these sacks are shipped out of the country filled with grain, and on these the government allows the maker 99 per cent of the duty paid. This rebate, which is known as a "drawback," is paid by the government on presentation of the vessel's bill of lading and a certificate from the custom house officials.

NORTHWEST.

When you build a new elevator send us a notice of it.

The Peavey Elevator Co. is building a new elevator at Ellis, S. D.

F. W. Thaecker, a farmer of Ranville, S. D., harvested a crop of 33,000 bushels of grain this year.

The Northwestern Elevator at Grafton, N. D., which was burned Nov. 27, will probably not be rebuilt.

Owing to the low price paid for corn in the vicinity of Kimball, S. D., a good deal of it is being used for fuel.

D. P. Bannister, of Doland, S. D., has bought Archer & Howe's warehouse and will convert same into a modern elevator.

Eureka, S. D., claims to rank first, and White second, as the greatest shipping points for wheat in the United States.

The Northwestern Elevator Co., of Grafton, N. D., has leased the Cargill elevator at that place and put J. Bullock in charge.

According to the Bozeman (Mont.) Courier, oats is selling at \$1.10 and barley at 90 cents per 100 pounds in the Gallatin valley.

Anon Holt, of Menno, S. D., has taken charge of the Spencer Grain Co.'s elevator at that place, since the death of the former manager, Fred Heiser.

J. J. Reilly, of Milton, N. D., has purchased the plant of the North Dakota Milling Association at that place. It consists of a 125-barrel mill and a 35,000-bushel elevator.

Eaves & Co.'s grain warehouse at Spaulding, Idaho, containing 30,000 bushels of grain was destroyed by fire Dec. 7. The building and contents were fully insured. The origin of the fire is thought to be the work of an incendiary.

CANADA.

Notices of changes in grain firms are always welcome.

A. Madill, of Virden, Man., has sold his flour and feed business to A. Grant.

F. H. Peavey, of Minneapolis, Minn., expects to build a line of elevators in Manitoba in the spring.

The grain men of Winnipeg, Man., are now occupying their handsome new grain exchange building.

The membership fee of the Winnipeg, Man., Grain Exchange has been advanced from \$100 to \$125.

Three new elevators have been erected at Minto, Dunrea and Elgin, Man., by Finlay and C. A. Young.

Alexander McFee, president of the Montreal Corn Exchange, is advocating the building of a new elevator at that place.

The crop bulletin for Manitoba for 1898 shows a total grain crop of 47,345,664 bushels, of which 25,315,745 bushels are wheat.

The grain drier, which has been installed in the Northern elevator at Winnipeg, Man., is now in operation and giving satisfaction.

The elevator of the Western Milling Co., of Pense, Assa., containing 15,000 bushels of wheat, was destroyed by fire December 15. The origin of the fire is not known.

It has been recommended to establish at Winnipeg two new grades of export wheat to be known as Nos. 1 and 2 special wheat. This will cover all wheat that has been dried by grain driers. Standard samples to cover the description of this grain have been selected.

The new government standards of wheat for Manitoba and the Northwestern territories are as follows: Extra Manitoba hard tests 62½ pounds and contains about 12 per cent soft wheat; No. 1 hard tests 61 pounds, with about 20 per cent of soft wheat, and No. 2 hard tests 59 pounds, with about the same percentage; No. 3 hard tests about 59 pounds, and contains considerable frosted wheat, and No. 1 frosted also tests 59 pounds. No. 1 northern tests 61 pounds and contains 40 per cent of soft wheat, and No. 2 northern tests 59 pounds. No other standards were set.

The quarterly supplement of the Canadian Postal Guide, recently issued, enumerates a number of changes in the postal regulations in force between Canada and other countries of the universal postal union. Some of the changes are as follows: Fac simile copies of manuscript or typewriting may be sent as printed matter and at rate of one cent per two ounces, provided not less than twenty identical copies are handed in at the postoffice at one time, and are easy of recognition as such. Engravings or advertisements may be printed on the front side of post cards, provided they do not interfere with the address. Articles sent at the printed matter rate may bear certain words in writing.



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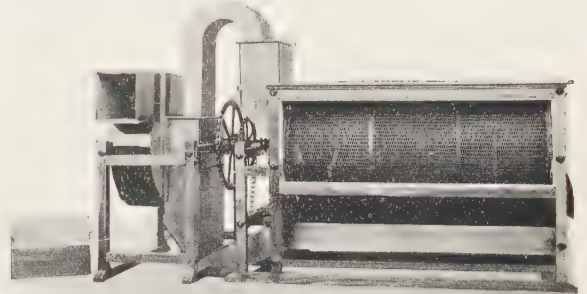
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**"WESTERN" SHELLERS AND CLEANERS
...BEST ON EARTH...**

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PLANS MADE ON APPLICATION
BY LICENSED ARCHITECT.



"WESTERN" WAREHOUSE CLEANER.

Write For Catalogue.

BUCKWHEAT
...GRAIN WANTED
H. H. EMMINGA, GOLDEN, ILL.

**FUMA CARBON
BISULPHIDE.**

"The wheels of the gods grind slow but exceeding small." So do weevil, but don't let them grind your grain, it doesn't pay. "KILL THEM WITH FUMA," as others are doing.

"Why stand idly by while myriads of insects eat what has cost so much labor to harvest."—H. E. Weed.

The best remedy in every respect for killing grain insects is Bisulphide of Carbon. It is cheap, effectual and easy to apply.—Alabama Exp. Sta. Bulletin 61.

Send for illustrated pamphlet. It is interesting, readable and will save you money.

EDWARD R. TAYLOR, Cleveland, O.

It is not good practice to reduce ear corn to meal in one operation, it should be put through a cob crusher before being fed to the mill.

An interesting sample of wheat was recently exhibited on the Chicago Board of Trade. It had been grown in the northwestern territories, at a place called Fort Providence, 1,000 miles north of the most extreme railroad point in that territory. The kernels were large and well formed and graded No. 1 hard. It was planted the last week in May and harvested the last week in August.

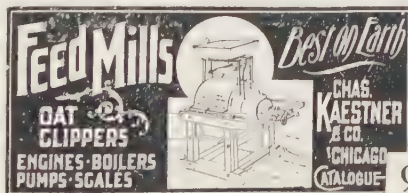
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Of all kinds, Inks, Pads, Stencils, Steel Dies and Seals. Write to Dept. B.

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Has Fine Locations for

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Designers of Elevators, Flour Mills, Steam and Electric Power Plants.
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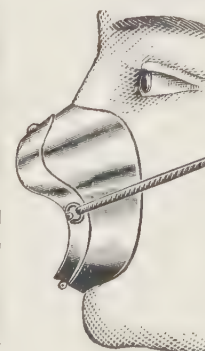
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OATS CLIPPED, CLEANED AND MIXED AT THE

Nickel Plate Elevator,

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THE SPENCERIAN DUST SHIELD.



Absolutely prevents all dust and obnoxious matter from being inhaled.

It is small, but effective, and will never wear out, being made of brass, beautifully nickel plated.

The filters are easily changed.

Special Price, prepaid,
\$1.00

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SPECIALTY CO.**

125 Dearborn St.
CHICAGO, ILL.

Write for circular.

GRAIN DEALERS ATTENTION.

The following letter speaks for itself and should convince anyone of the merits of the Kasper Grain Cleaner:

Maza, N. D., Dec. 19th. 1898.

Mr. Thos. Whitfield, Chicago, Ill.

Dear Sir:—You ask us how we like your self-acting grain cleaner. We must say that we are so well pleased with it that we can heartily recommend it to any one wishing to ship clean grain.

Before we put in your machine we were docked all the way from three to seven pounds, but we now get off with but one-half to the pound, and we clean from 600 to 800 bushels per hour.

The main features of the machine are, that it requires no power to operate it; that it will separate grain of different sizes such as flax and wheat; and that it will save its cost many times over. Yours truly,

R. J. WALKER & SON.

The Kasper Grain Cleaner will be sent to any responsible party on thirty days' trial. Should it not prove entirely satisfactory it can be returned at my expense. For circulars, prices, sizes, etc., address THOMAS WHITFIELD, Owner and Manufacturer, 369 Wabash Ave., Chicago, Ill.

THE STANDARD CALENDAR.

The Standard Calendar Stand and Memorandum Pad, as is seen by the cut shown herewith, is an entirely new device for a daily memorandum pad and calendar. This stand provides for the filing of each daily memorandum leaf without occupying unnecessary desk space. The stand or base is neat and ornamental and is not tipped over eas-



ily; it is not clumsy or top-heavy. Every leaf has a large memorandum writing space and shows the month and year plainly. This calendar stand always shows the twelve months of the current year in plain view. The price of the stand and pad complete is 75 cents and will be sent prepaid by express on receipt of the price by the Standard Company, Ltd., 705 Ft. Dearborn Bldg., Chicago.

The Grain Dealers Journal

... Costs but \$1 a year

OUR COB PILE.

Now is the time to subscribe for the Grain Dealers Journal.

The Kansas Grain Dealers' Association will meet at Topeka January 10 and 11.

A. W. Ferry, of Palmer, Mass., has purchased J. A. Hamilton's hay and grain business.

The Grain Dealers Journal is working to advance the common interests of the regular grain dealers of the country. It strives to merit your support and patronage.

Some Iowa shippers complain of shortages in grain shipments unloaded at the Atlantic elevator, Chicago. If any others have had similar experience we would be pleased to hear the particulars.

Do not load your grain into old worn-out cars and then kick on the shortage which occurs. Do your kicking when the railroad company offers you the old car and then refuse to load your grain into it.

A receiver, who is in a position to know the truth, says that shortages in grain shipments are due not so much to small capacity hopper scales as to the small amount of honesty possessed by those operating the elevators.

On Dec. 6 the corn shelling plants of Smith Bros. at Mertens, Texas, and 5,000 bushels of corn, that of P. R. Key at Brandon and 1,000 bushels of corn and that of Hancock & Lumpkin at Blum, with 2,500 bushels of corn were destroyed by fire. The origin of the fire is not known.

Despite the persistent efforts of J. Sterling Morton, the government is still buying seeds for free distribution among the constituents of the very generous law makers who assemble annually at Washington. It is to be hoped some day the country will be blessed with a Secretary of Agriculture who has sufficient backbone to stop the giving away of seeds.

An Ohio farmer has been attempting to determine exactly how much corn will shrink. Any rule which he can apply successfully to the grain crop of one district, one season, is not likely to be applicable to that same district the next or some other season. The amount that grain will shrink depends entirely on the per cent of moisture which it contains.

The farmers of many parts of the winter wheat section have considered so many "hold-your-wheat" propositions this year that they have taken to holding everything that they can get their hands on, and many of the grain dealers and millers who have loaned

them bags to haul their grain to market in are complaining bitterly of this hold-on tendency of the farmers.

Next year the meter will celebrate its centennial. A centennial of growth which has seen it made the standard in many countries. It seems unfortunate that the English speaking peoples should be the last to adopt a system of weights and measures, and this, too, in spite of the fact that their commerce is handicapped by a collection of tables, arbitrary weights and measures devoid of system, sense or simplicity.

The Bureau of Statistics of the Treasury Department at Washington, D. C., makes the following comparative report of the exports of grain for the eleven months ending November 30, 1897 and 1898: Barley, 15,121,271 bushels for the eleven months of 1897 and 4,130,712 bushels for 1898; corn, 169,893,948 and 185,277,340; oats, 45,188,042 and 48,546,225; rye, 9,233,663 and 14,280,330; wheat, 95,761,356 and 128,587,623. Total value, \$218,180,400 in 1897 and \$277,135,341 in 1898.

The honest farmer who ever watches the city weighman with suspicious eye is sometimes guilty of dishonest practices. The Advocate of Wilton, Iowa, in a recent number, says: One of the cutest things occurred at the scale office the other day that has come to our notice for some time. A man drove on the scales with a load of hay, and then innocently pushed on the cross beams above him, while the load was being weighed, and materially increased the weight. The weighmaster called him down.

TO THE LAND OF SUNSHINE.

Take the Sunshine Route from Chicago to Los Angeles, San Francisco and other points in California, and escape the rigors of winter in the East and North.

Pullman Tourist Cars for first and second-class passengers leave Chicago every Saturday at 2 p. m. via the Chicago, Milwaukee & St. Paul Railway to Kansas City, thence to California via the Atchison, Topeka & Santa Fe Railway—a real Sunshine Route.

This is the earliest afternoon train leaving Chicago for the West after arrival of morning trains from the East, thus avoiding tedious delay.

The Sunshine Route is essentially the best and most patronized through car line for men, women and children. Every attention paid to the needs of passengers en route.

Send for a Sunshine Route time-table folder. It costs nothing.

Address F. A. Miller, Assistant General Passenger Agent, Chicago, Ill.

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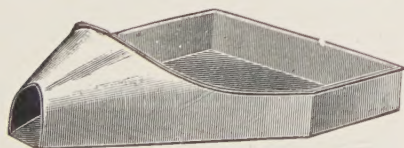
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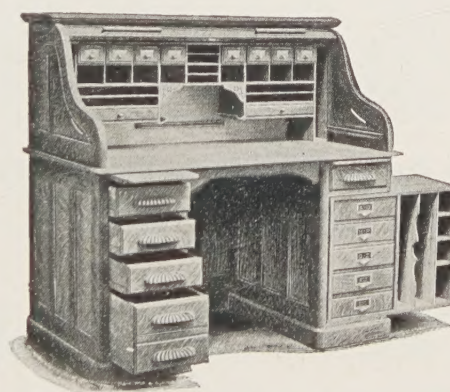
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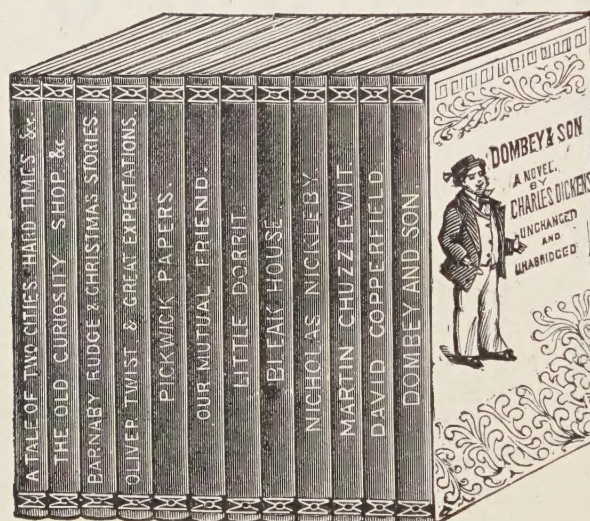
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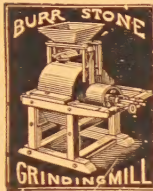
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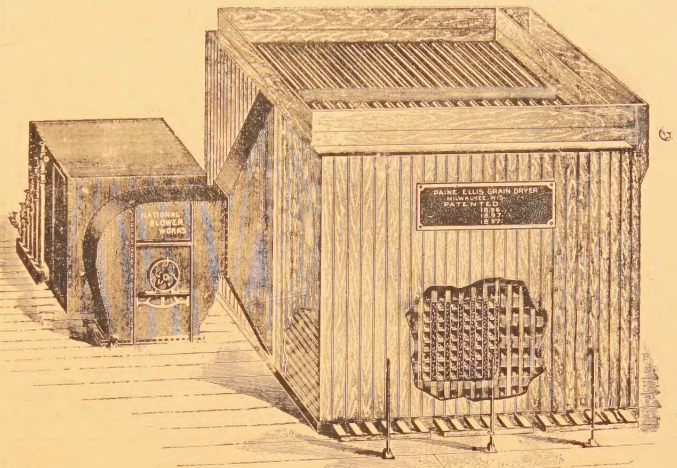
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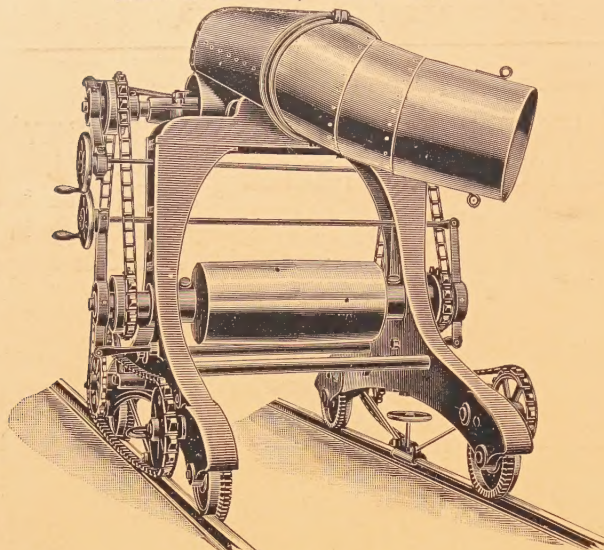
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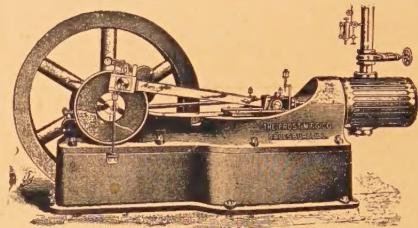
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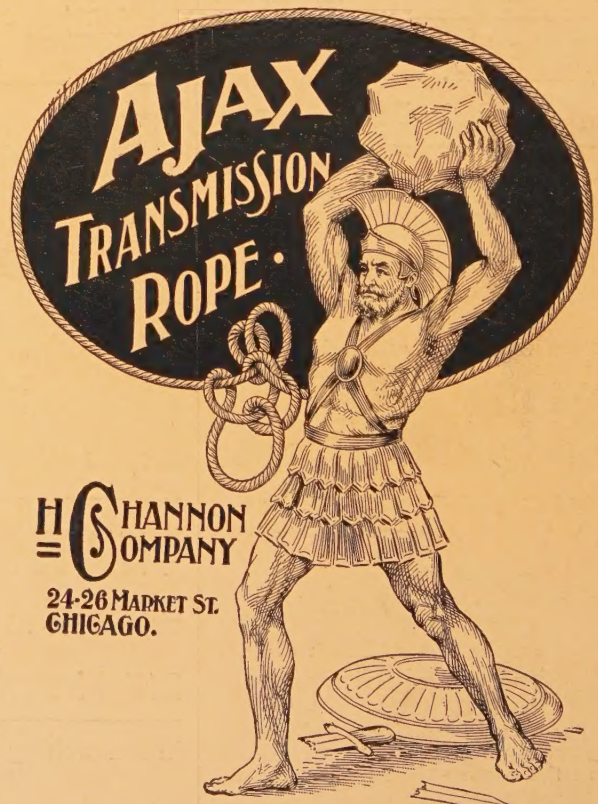
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